2003 Lincoln LS
Workshop Manual

Alphabetical Index

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G H I J K L
M N O P R S
T U V W Y

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Vehicle Component Location Index

Printable View (191 KB)

About This Manual

Printable View (12 KB)

Introduction

In response to feedback from technicians, Ford Motor Company has designed this manual in a more user-friendly format, which will allow quicker access to needed information to make repairs.

A comparison of numerous manufacturers' manuals was done, and a list of recommendations was given. A number of test sections were developed and presented to technician focus groups to get feedback on the recommendations. The recommendations that are being incorporated into this manual include:

- The addition of a "Component Location" view at the beginning of each section to assist in locating components on the vehicle.
- The "Specifications" tables moved to the beginning of the section to make them easier to locate.
- The addition of more theory of operation within Description and Operation.
- The addition of "Connector Circuit Reference" tables to Diagnosis and Testing as a reference point for any connectors tested within pinpoint tests.
- Reformatting pinpoint tests to make them easier to use, including "Normal Operation" and "Possible Causes" explanations before the first step.
- Listing any Special Service Tools, General Equipment and Materials at the beginning of each procedure to better prepare the technician.
- Using exploded views to better aid in Removal and Installation procedures. For further information, refer to How To Use This Manual in this section.
- The addition of the "Component Step Table" when there are multiple serviceable components included in a procedure.
- Using two-column format to reduce the physical size of the manual.

To make it easier to locate information, we have consolidated several small sections into a single section. Those sections are:

- 204-00 Suspension System (now includes front suspension, rear suspension and wheels and tires).
- 205-00 Driveline System (now includes driveshaft, axle and halfshafts).
- 206-00 Brake System (now includes front brakes, rear brakes, caliper, brake booster and parking brake).
- 211-00 Steering System (now includes steering gear, pump, linkage, column and column switches).
- 303-01 Engine (now includes accessory drive and emission controls).
- 303-04 Intake Air, Fuel Charging and Engine Electronics (now includes intake air, fuel charging, starting system and electronic engine controls).
- 307-01 Automatic Transmission/Transaxle (now includes cooling and external controls).
- 310-00 Fuel System (now includes tanks, lines, pump, filter, pedal and linkage and evaporative emissions).
- 412-00 Climate Control System (now includes air distribution, heating, air conditioning, auxiliary climate control and control components).
- 413-00 Information, Gauge and Warning Devices (now includes illumination, cluster, horn, clock, message center, warning devices, and parking aid).
- 414-00 Battery and Charging System (now includes battery and generator).
- 415-00 Entertainment System (now includes all video and audio components).
- 418-00 Module Communications Network (now includes all module diagnostics and configuration).
- 419-02 Electronic Features (now includes remote convenience, telematics, cell phone, navigation and compass).

- 501-00 Body System Exterior (now includes body panels, exterior trim, mirrors, glass, bumpers and wiper system).
- 501-01 Body System Interior (now includes interior trim, instrument panel and console and roof opening panel).

Replacement Parts

Ford and Motorcraft products are replacement parts made to the same exacting standards as the original factory-fitted components. For this reason, Ford Motor Company recommends that you use only genuine Ford or Motorcraft replacement parts.

Important Safety Instructions

Printable View (10 KB)

Appropriate service methods and correct repair procedures are essential for the safe, reliable operation of all motor vehicles as well as the personal safety of the individual carrying out the work.

This manual cannot possibly anticipate all such variations and provide advice or cautions as to each. Anyone who departs from the instructions provided in this manual must first establish that they compromise neither their personal safety nor the vehicle integrity by their choice of methods, tools or parts.

Warnings, Cautions and Notes

⚠ WARNING: Warnings are used to indicate that failure to follow a procedure correctly can result in personal injury.

⚠ CAUTION: Cautions are used to indicate that failure to follow a procedure correctly can result in damage to the vehicle or equipment being used.

NOTE: Notes are used to provide additional essential information required to carry out a complete and satisfactory repair.

As you read through this manual, you will come across WARNINGS, CAUTIONS and NOTES. A warning, caution or note is placed at the beginning of a series of steps if it applies to multiple steps. If the warning, caution or note only applies to one step, it is placed at the beginning of the specific step (after the step number).

How To Use This Manual Printable View (250 KB)

Manual Structure

This manual is structured into groups and sections, with specific system sections collected together under their relevant group.

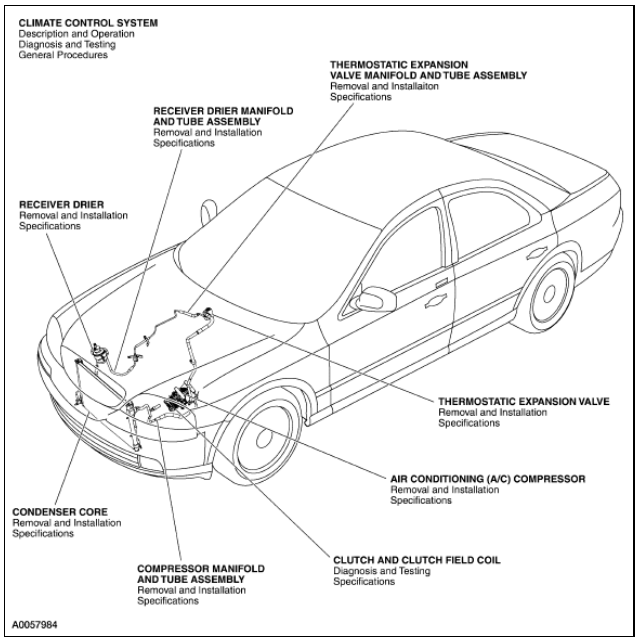
A group covers a specific portion of the vehicle. The manual is divided into five groups: General Information, Chassis, Powertrain, Electrical and Body and Paint. The number of the group is the first number of a section.

The Table of Contents at the beginning of the manual lists all sections available. Each section has a table of contents listing all procedures for that section.

Component Location Index

Each section begins with an illustrated component location index, which is a vehicle silhouette with a callout pointing to a component. Each callout lists the CD version hyperlink to the section that includes information about that component.

Component Location Example



Repair Procedure

The repair procedures in this manual include the following:

1. Special service tools, equipment and materials tables, which list all of the special tools and materials needed for the repair.

2. Introductory steps, which list any vehicle setup or steps required to clear the way for the repair.

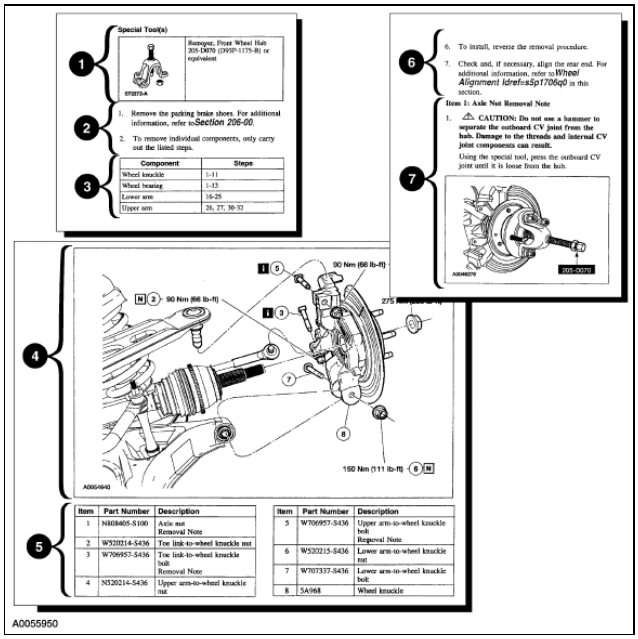
3. The component step table, which lists the specific steps to remove and install selected parts.

4. The overview illustration, which identifies the parts and shows how they fit together. This illustration also shows tightening torque, special tools, lubricants and sealants, and parts that must not be reused. Additionally, this illustration refers to important step details. Refer to these details when servicing the related part.

5. The overview illustration parts list table, which identifies the base service part number and the names of all parts in the procedure.

6. The steps after installation, which identifies the need to fill and bleed, top off fluids, or other steps required to complete the repair.

7. Important step details, which provide additional written instructions for those removal and installation steps that must be methodically carried out.



Item	Description
1	Special service tools, equipment and materials table
2	Introductory steps
3	Component step table
4	Overview illustration
5	Overview illustration parts list table
6	Steps after installation
7	Important step details

Icons

There are ten symbols indicating oil, grease, sealant, visual inspection, use of special service tools and removal and installation details. These symbols show the points of inspecting, applying or using such materials during service.

Symbol	Meaning
ST2680-A	Apply petroleum jelly
ST2681-A	Apply oil
ST2682-A	Apply fluid
ST2683-A	Apply grease
ST2677-A	Apply sealant
ST2679-A	Inspect
ST2676-A	Install new
ST2678-A	Use special tool
ST2674-A	Installation/assembly
ST2675-A	Removal/disassembly

General Standards

All left- and right-hand references to the vehicle are taken from a position sitting in the driver seat looking forward.

All left- and right-hand references to the engine are taken from a position at the flywheel looking toward the front camshaft pulley.

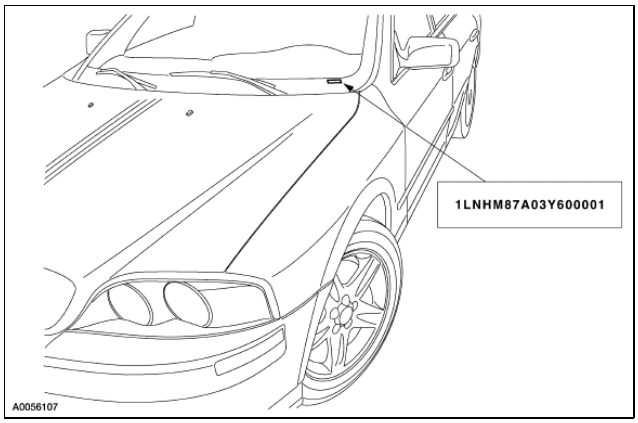
Where appropriate, instructions will be given for the use of Worldwide Diagnostic System (WDS), Ford Diagnostic System (FDS) 2000 or New Generation STAR (NGS) Tester diagnostic equipment.

Identification Codes

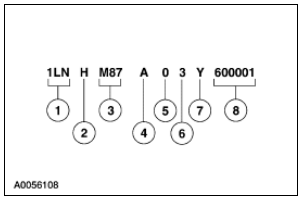
Printable View (391 KB)

Vehicle Identification Number

Vehicle Identification Number (VIN) Locator

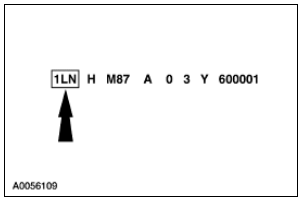


The vehicle identification number (VIN) is a seventeen-digit combination of letters and numbers. The VIN is stamped on a metal tab riveted on the instrument panel, top upper left of the dash. The VIN is also found on the vehicle certification (VC) label.



Item	Description
1	World manufacturer identifier
2	Brake type and gross vehicle weight rating (GVWR)
3	Vehicle line, series, body type
4	Engine type
5	Check digit
6	Model year
7	Assembly plant
8	Production sequence number

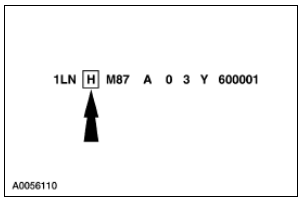
World Manufacturer Identifier



The first three vehicle identification number (VIN) positions are the world manufacturer identifier.

- 1LN Ford Motor Company Lincoln, USA, passenger car

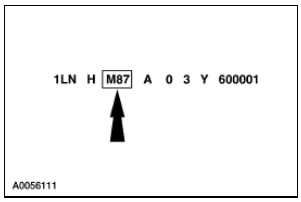
Vehicle Restraint Type



The fourth VIN position identifies the safety restraint system used.

- H Active safety belts (all positions) driver and front passenger air bags driver and front passenger side impact air bags

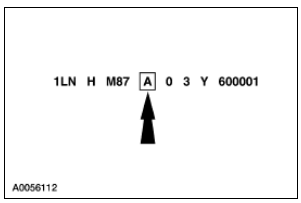
Line and Series



VIN positions five through seven indicate the vehicle line and series.

- M86 Lincoln LS six-cylinder, automatic
- M87 Lincoln LS eight-cylinder, automatic

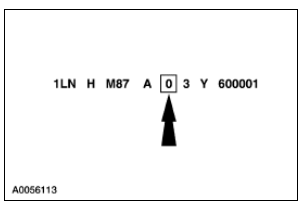
Engine Code



The eighth VIN position is the engine type (displacement and number of cylinders).

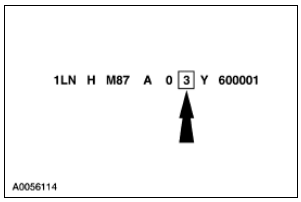
- A 3.9L, DOHC, EFI, eight cylinder
- S 3.0L, DOHC, EFI, six cylinder

Check Digit



The ninth VIN position is a computer generated check digit.

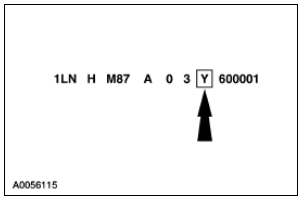
Model year



The tenth VIN position is the model year code.

- 3 2003

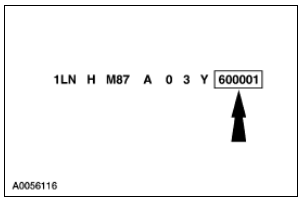
Assembly Plant



The eleventh VIN position is the assembly plant code.

- Y Wixom (Wixom, Michigan)

Build Sequence

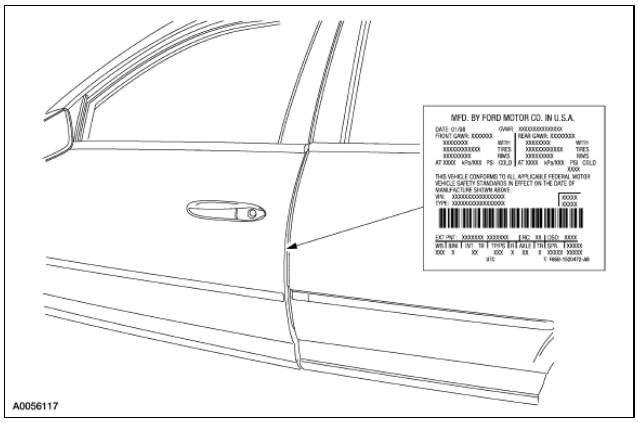


VIN positions twelve through seventeen are an alphanumeric code for the vehicle build sequence. This is also the vehicle serial and warranty number.

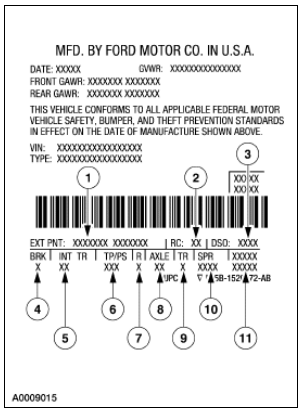
- Lincoln/Mercury begins at 600001

Vehicle Certification (VC) Codes

Vehicle Certification (VC) Label Locator

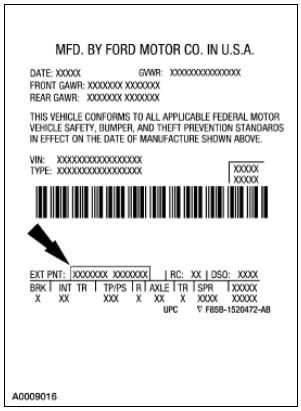


The vehicle (VC) label contains information on the manufacturer name, the month and year of manufacture, the certification statement and the VIN. This label also includes gross vehicle weight (GVW) information.



Item	Description
1	Exterior paint code
2	Region code
3	Domestic special order
4	Brake type code
5	Interior trim code
6	Tape/paint stripe code
7	Radio type code
8	Axle ratio code
9	Transmission code
10	Spring code
11	Powertrain calibration code

Exterior Paint

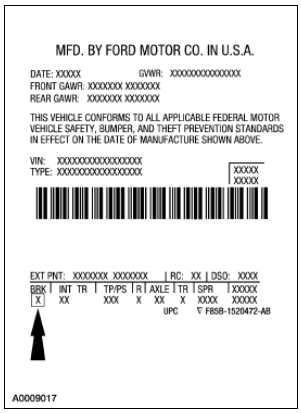


Exterior paint codes may be listed as a two-part code. The first set of characters listed indicate the vehicle primary body color. The second set of characters listed (if applicable) indicate a two-tone or accent body color. All codes are base coat/clear coat.

- BQ Light Parchment Gold
- DV Light Tundra
- F6 Ceramic White (tri-coat)

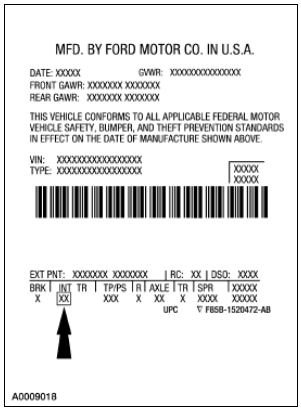
- GT Autumn Red
- HC Ivory Parchment (tri-coat)
- JP Silver Birch Metallic
- L2 True Blue Pearl
- P5 Aspen Green Metallic
- SP Medium Steel Blue
- TC Medium Charcoal Gray
- UA Ebony
- WF White Pearl (tri-coat)

Brake Type



- 3 Anti-spin Traction Control brake system
- 6 IVD brake system

Interior Trim



Interior trim codes are listed as a two-part code. The first character identifies the interior trim type. The second character identifies the interior trim color.

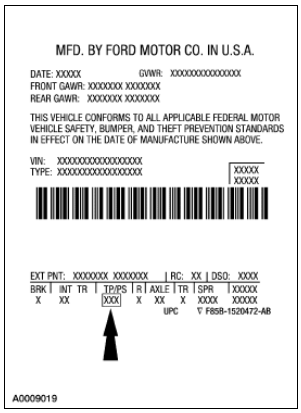
Interior Trim Type

- 4 G-Grain leather
- 6 Nudo leather

Interior Trim Color

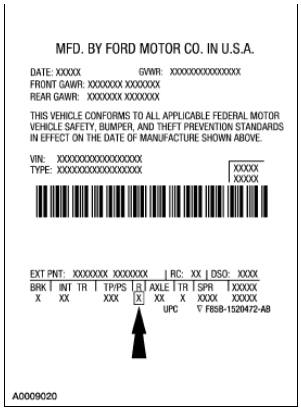
- E Espresso/Medium Light Stone
- M Dark Ash/Medium Ash
- W Black Ink

Tape/Paint Stripe



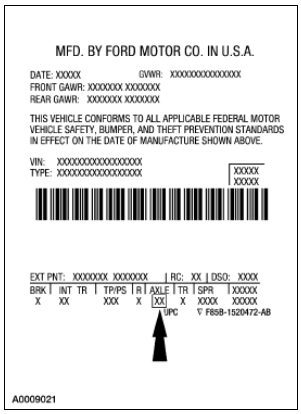
Tape and paint stripe codes do not apply.

Radio Code



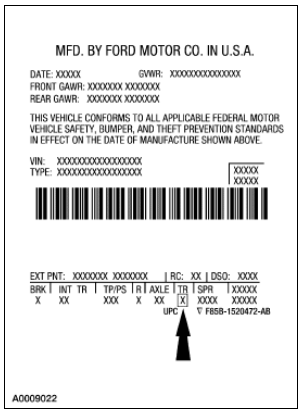
- 6 AM/FM stereo with cassette, compact disc (CD) player and clock
- 9 AM/FM stereo with compact disc (CD) player and navigation system
- X AM/FM stereo with compact disc (CD) changer (CDX6)

Axle Ratio Code



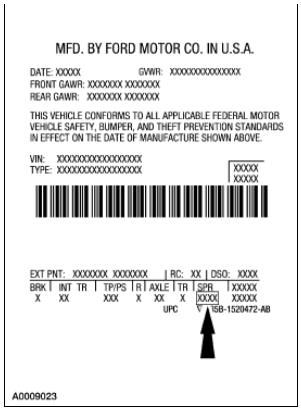
- 1 3.58 final drive ratio
- 3 3.07 final drive ratio

Transmission Code



- A Five-speed automatic overdrive, 5R55N

Spring Code



Spring codes are listed as a two-part code. The first character listed identifies the front springs. The second character listed identifies the rear springs.

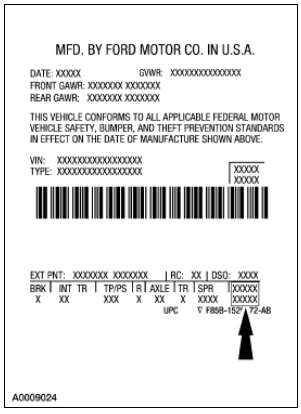
Front Springs

- Base part number 18B036

Rear Springs

- Base part number 18W002

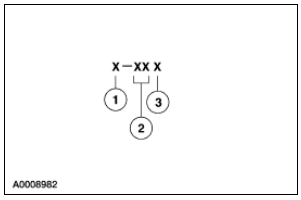
Powertrain Calibration Information



NOTE: Powertrain calibration information is limited to a maximum of five characters per line on the vehicle certification (VC) label. Because of this, calibration identification consisting of more that five characters will wrap to the second line on the VC label.

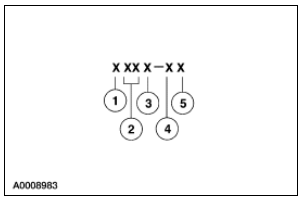
Powertrain calibration information is printed in the lower right corner of the vehicle certification (VC) label. Only base calibration information is printed. Revision levels will not appear, however, they can be found in On Line Automotive Service Information System (OASIS). For the current model year, Ford Motor Company is using three different protocols which describe powertrain base calibration. These protocols are designed to provide worldwide standardization for vehicle calibration. If the electronic calibration strategy was introduced in 1998 and carried into the current model year, Protocol 1 will be used. Refer to Protocol 1 below. If the electronic calibration strategy was introduced in 1999 and carried into the current model year, Protocol 2 will be used. Refer to Protocol 2 below. For electronic calibration strategy introduced in 2000 and beyond, Protocol 3 will be used. Refer to Protocol 3 below.

Protocol 1



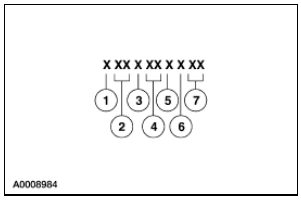
Item	Description
1	Model year (model year in which calibration strategy was first introduced)
2	Engine code
3	Engine revision level

Protocol 2



Item	Description
1	Model year (model year in which calibration strategy was first introduced)
2	Engine code
3	Transmission code
4	Emission standard (designates the specific country emission standard)
5	Design level (design level assigned to the engine)

Protocol 3



Item	Description
1	Model year (model year in which calibration strategy was first introduced)
2	Vehicle code
3	Transmission code
4	Unique calibration (designates different hardware to similar vehicles). Example: tires, drive ratios, etc.
5	Fleet code (describes fleet to which the vehicle belongs). Example: 6 - evaporative emissions
6	Certification region (lead region where multiple regions are included in one calibration). Example: A - U.S. federal
7	Revision level (will advance as revisions occur). Not printed on label

Protocol 3

The following offers a more detailed explanation of the coding strategy used in Protocol 3.

Model Year
- 2 2002
- 3 2003

Vehicle Line
- LQ Lincoln LS

Transmission
- 1 Automatic transmission

Unique Calibration

The Emissions/CAFE/CO2 Compliance Department is responsible for assigning these calibration numbers. Unique calibration identifications are assigned to cover similar vehicles to differentiate tires, drive configurations, final drive ratios and other calibration-significant factors.

These two characters are chosen by the analyst to provide identifiable information unique to each calibration. For example, using the number 2 to denote a two-valve engine versus using the number 4 to denote a four-valve engine, offers an easily identifiable difference.

Fleet Code
- 0 Certification (U.S. 4K, final sale in an export market)
- 1 HDGE/Dyno
- 2 Fast AMA, U.S.
- 3 ADP, U.S.
- 4 Not assigned
- 5 Not assigned
- 6 Evaporative emissions
- 7 MACCA
- 8 On-board diagnostics (OBD)

- 9 Not assigned

Certification Region

- 5 U.S. fifty states
- A U.S. federal, including altitude, may include Canada and/or Mexico
- B U.S. California, includes U.S. green states
- C Canada
- D China
- E European Community
- F Israel, South Korea
- G Gulf Cooperative Council (Bahrain, Kuwait, Oman, Qatar, Saudi Arabia, Jordan, Lebanon and UAE)
- J Japan
- K Korea
- L Malaysia
- M Mexico
- N New Zealand
- P Australia
- Q South America (Brazil)
- U South America (unleaded fuel regions)
- V Vietnam
- X Rest of world (ROW)
- Y Military
- Z Israel

Revision Level (not printed on label)

- 91-99 Hardware calibration levels.
- 01-04 Preliminary levels.
- 00 Job 1 production (initial calibration).
- 05-09 Pre-job 1 revisions to calibrations.
- 10-89 Post-job 1 revisions to calibrations.
- 0B Durability test level.
- BD On-board diagnostics (OBD) intermediate level (pre-05).

Jacking

Printable View (69 KB)

⚠ WARNING: Never run the engine with one wheel off the ground, such as when changing a tire. The wheel still on the ground could cause the vehicle to move.

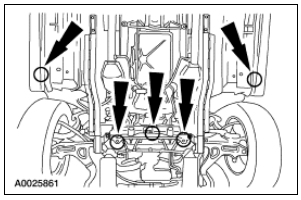
⚠ CAUTION: The jack (17080) provided with the vehicle is intended to be used in an emergency for changing a deflated tire. To avoid damage to the vehicle, never use the jack to lift the vehicle for any other purpose. Refer to the Owner Literature when using the jack supplied with the vehicle.

⚠ CAUTION: Under no circumstances should the vehicle ever be lifted by the front control arms, front I-braces, suspension arm brackets, rear stabilizer or differential housing. Severe damage to the vehicle could result.

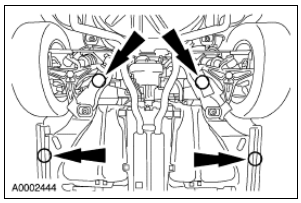
⚠ CAUTION: Do not attempt to use jack pressure on either the front bumper (17757) or the rear bumper (17906) of any vehicle. Damage to the bumper covers will occur.

Lift the vehicle using the following procedure.

Jacking Points



To lift the front or either side of the front end, position the floor jack or the hoist under the front frame lift points.



To lift the rear or either side of the rear end, position the floor jack or the hoist under the rear lift points.

Lifting Printable View (64 KB)

⚠ CAUTION: Do not allow the lift adapters to contact the steering linkage, suspension arms, front I-braces, stabilizer bar, or to compress the lower suspension arm stabilizer bar insulator (5493). Damage to the suspension, exhaust and steering linkage components may occur if care is not exercised when positioning the lift adapters prior to lifting the vehicle.

⚠ CAUTION: Never use the differential housing as a lift point. Damage to the differential housing and cover may occur.

⚠ CAUTION: Do not lift the vehicle on the rocker panel pinch flange except at the designated lift points or body damage may occur.

Lift the vehicle using the following procedure.

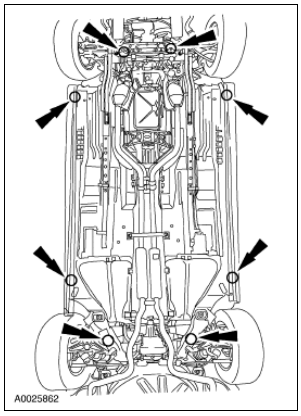
Lifting Points Drive-On Hoist

⚠ CAUTION: To prevent possible damage to the underbody, do not drive the vehicle onto the drive-on hoist without first checking for possible interference.

Check for interference between the upright flanges of the hoist rails and the underbody.

If an interference exists, modify the hoist flanges or build up the approach ramps as necessary to provide clearance.

Lifting Points Frame Contact Lift, Single-Post Lift, Two-Post Lift



⚠ CAUTION: Under no circumstances should the vehicle be lifted by the front control arms, front I-braces or rear control arms. Severe damage to the vehicle could result.

⚠ CAUTION: Do not position the lift pads under the No. 3 crossmember.

NOTE: Adapters maybe necessary to clear vehicle components to lift the vehicle safely. The adapters must be placed at the four designated contact points. Position the adapters so they are centered on the adapter contact area.

Lift the vehicle at the applicable lift points.

Maintenance Schedule Vehicles with Gasoline Engines

Printable View (31 KB)

The maintenance schedule is designed to protect against major repairs resulting from neglect or inadequate maintenance and to prolong the life of the vehicle.

General Maintenance Information

NOTE: This is a generic maintenance schedule for all Ford, Lincoln and Mercury vehicles. There may be items listed that do not apply to all vehicles.

The Normal Schedule applies to operation of the vehicle under typical, everyday driving conditions. The maintenance frequency in this schedule typifies what the vast majority of vehicles will require. The listed services should be carried out at specified mileage intervals. There are, however, additional services required that only the noted vehicles require.

If the vehicle is operated in one or more of the following special operating conditions, those additional services will be required. The special operating conditions are:

- towing or carrying heavy loads.
- extensive idling and/or driving at low speeds for long distances.
- driving in dusty conditions.
- off-road operation.

There are also exceptions to the Normal Operating Schedule which will require more frequent maintenance for some components. Those exceptions are:

- natural gas and propane vehicles fuel tank intervals.
- normal vehicle axle maintenance and lubrication.
- police and taxi vehicles maintenance and lubrication.
- engine oil and yellow coolant time and mileage-based interval.

Special Operating Condition Requirements

When towing a trailer or using a camper or car-top carrier:

- Change engine oil and install a new oil filter every 4,800 km (3,000 miles) or 3 months.
- Change transfer case fluid every 96,000 km (60,000 miles).
- Change manual transmission fluid as required.
- Inspect and lubricate U-joints as required.

During extensive idling and/or low speed driving for long distances, as in heavy commercial use such as delivery, taxi, patrol car or livery:

- Change engine oil and install a new oil filter, lube front lower control arm and steering linkage ball joints with zerk fittings (if equipped) every 4,800 km (3,000 miles) or 3 months.
- Inspect brake system and check battery electrolyte level (Patrol cars) every 8,000 km (5,000 miles).
- Install a new fuel filter every 24,000 km (15,000 miles).
- Change automatic transmission fluid, lubricate 4x2 wheel bearings, install new grease seals and adjust bearings every 48,000 km (30,000 miles).

- Install new spark plugs and change transfer case fluid every 96,000 km (60,000 miles).
- Install a new cabin air filter as required.

When operating in dusty conditions such as unpaved or dusty roads:

- Change engine oil and install a new oil filter every 4,800 km (3,000 miles) or 3 months.
- Install a new fuel filter every 24,000 km (15,000 miles).
- Change automatic transmission fluid every 48,000 km (30,000 miles).
- Change transfer case fluid every 96,000 km (60,000 miles).
- Install a new engine air filter as required.
- Install a new cabin air filter as required.

When operating in off-road conditions:

- Change automatic transmission fluid every 48,000 km (30,000 miles).
- Change transfer case fluid every 96,000 km (60,000 miles).
- Install a new cabin air filter as required.
- Inspect and lubricate U-joints.
- Inspect and lubricate steering linkage ball joints with zerk fittings.

Checks and Services

Certain basic maintenance checks and inspections should be carried out at specified intervals. Any recognized adverse condition should be corrected as soon as possible.

Maximum Oil Change Interval (Normal Schedule)

- 8,000 km (5,000 miles) or 6 months, whichever occurs first.

Maximum Oil Change Interval (Special Operating Conditions)

- 4,800 km (3,000 miles) or 3 months.

Monthly Checks

Check each of the following items every month:

- All interior and exterior lights.
- Tires for wear and correct air pressure.
- Engine oil fluid level.
- Windshield washer solvent fluid level.
- Check and drain fuel/water separator.

Six Month Checks

Check each of the following items at least every six months:

- Lap/shoulder belts and seat latches for wear and function.
- Spare tire air pressure.
- Power steering fluid level.
- Parking brake for correct operation.
- Safety warning lamps (brake, ABS, air bag, safety belt) for correct operation.
- Coolant system fluid level and correct strength.

- Battery connections. Clean if necessary.
- Clutch fluid level, if equipped.
- Windshield washer spray, wiper operation, clean all wiper blades.
- Lubricate all hinges, latches and outside locks. Inspect for correct operation.
- Lubricate door rubber weatherstrips. Inspect for excessive wear.
- Clean body and door drain holes. Inspect for clogs and obstructions.

Special Checks (Mustang Only)

Carry out the following check every 8,000 km (5,000 miles):

- Adjust clutch by lifting pedal (manual transmission Mustang only, as described in owner guide).

Normal Schedule

The following checks or procedures should be carried out for all cars, minivans, light trucks, sport utilities, vans, 4x4s, natural gas and propane vehicles.

8,000 Km (5,000 Miles)

- Change engine oil and install a new oil filter.
- Rotate tires and inspect for wear.

16,000 Km (10,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

24,000 Km (15,000 Miles)

- Change engine oil and install a new oil filter.
- If equipped, inspect automatic transmission fluid level with dipstick.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- If equipped, install a new cabin air filter.

32,000 Km (20,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

40,000 Km (25,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.
- Drain coalescent fuel filter and replace filter (NGV).

48,000 Km (30,000 Miles)

- Change engine oil and install a new oil filter.

- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect exhaust system and heat shields.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- Install a new engine air filter.
- Install a new fuel filter. (See ADDITIONAL INFORMATION below.)
- If equipped, install a new cabin air filter.
- Change automatic transmission/transaxle fluid on all vehicles equipped with AX4S, 4F50N, 4R100, 4F27E. Inspect automatic transmission fluid level using dipstick on all other vehicles, if equipped.
- If equipped, install new climate controlled seat filters (Navigator, Lincoln LS and Aviator).

ADDITIONAL INFORMATION: If vehicle is registered in California, the California Air Resources Board (CARB) has determined that failure to install a new fuel filter at this interval will not nullify the emission warranty or limit recall liability prior to completion of the vehicle's useful life. It is, however, recommended that maintenance checks be carried out and recorded at the indicated intervals.

Natural gas and propane vehicles also require checking the fuel tanks and installing a new filter (propane vehicles).

56,000 Km (35,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

64,000 Km (40,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

72,000 Km (45,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect automatic transmission fluid level using dipstick, if equipped.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- If equipped, install a new cabin air filter.
- If filled with green engine coolant, change coolant.

80,000 Km (50,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.
- Drain coalescent fuel filter and replace filter (NGV).

88,000 Km (55,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

96,000 Km (60,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- Install a new engine air filter.
- Install a new fuel filter. (See ADDITIONAL INFORMATION below.)
- If equipped, install a new cabin air filter.
- Change automatic transmission/transaxle fluid on all vehicles equipped with AX4S, 4F50N, 4R100, 4F27E. Inspect automatic transmission fluid level using dipstick on all other vehicles, if equipped.
- If equipped, install new climate controlled seat filters (Navigator, Lincoln LS and Aviator).

ADDITIONAL INFORMATION: If vehicle is registered in California, the California Air Resources Board (CARB) has determined that failure to install a new fuel filter at this interval will not nullify the emission warranty or limit recall liability prior to completion of the vehicle's useful life. It is, however, recommended that maintenance checks be carried out and recorded at the indicated intervals.

Additional checks for natural gas and propane vehicles at this interval include inspecting fuel tanks, as well as draining coalescent fuel filter and installing a new filter.

104,000 Km (65,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

112,000 Km (70,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

120,000 Km (75,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect automatic transmission fluid level using dipstick.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- Install a new cabin air filter.
- Drain coalescent fuel filter and replace filter (NGV).
- Change green engine coolant, if equipped.

128,000 Km (80,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

136,000 Km (85,000 Miles)

- Change engine oil and install a new oil filter.

- Inspect tires for wear. Rotation recommended for optimal tire life.

144,000 Km (90,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect exhaust system and heat shields.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- Install a new engine air filter.
- Install a new fuel filter.
- If equipped, install a new cabin air filter.
- Change automatic transmission/transaxle fluid on all vehicles equipped with AX4S, 4F50N, 4R100, 4F27E. Inspect automatic transmission fluid level using dipstick on all other vehicles, if equipped.
- If equipped, install new climate controlled seat filters (Navigator, Lincoln LS and Aviator).

Additional services for natural gas and propane vehicles include inspecting fuel tanks, as well as draining coalescent fuel filter bowl and installing a new filter.

152,000 Km (95,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

160,000 Km (100,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect accessory drive belt(s).
- Rotate tires and inspect for wear.
- Install new spark plugs.
- If filled with yellow coolant, change coolant or at 5 years, whichever comes first.
- Install a new PCV on all cars and light trucks under 6,000 pounds Gross Vehicle Weight (GVW).
- Drain coalescent fuel filter and replace filter (NGV).

168,000 Km (105,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect automatic transmission fluid level if equipped with dipstick.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine coolant system and hoses.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- If equipped, install a new cabin air filter.
- If filled with green engine coolant, change coolant.

176,000 Km (110,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

184,000 Km (115,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

192,000 Km (120,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect exhaust system and heat shields.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- Install a new engine air filter.
- Install a new fuel filter. (See ADDITIONAL INFORMATION below.)
- If equipped, install a new cabin air filter.
- Install new accessory drive belt(s) (Escort).
- Install a new PCV valve on all cars and light trucks over 6,000 Gross Vehicle Weight.
- Change automatic transmission/transaxle fluid on all vehicles equipped with AX4S, 4F50N, 4R100, 4F27E. Inspect automatic transmission fluid level using dipstick on all other vehicles, if equipped.
- Install a new camshaft belt on all 2.0L, 4-cylinder engines (Escort, Focus, ZX2 and Escape).
- If equipped, install new climate controlled seat filters (Navigator, Lincoln LS and Aviator).

ADDITIONAL INFORMATION: Additional services for natural gas and propane vehicles include inspecting fuel tanks, as well as draining coalescent fuel filter bowl and installing a new filter.

200,000 Km (125,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.
- Drain coalescent fuel filter and replace filter (NGV).

208,000 Km (130,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

216,000 Km (135,000 Miles)

- Change engine oil and install a new oil filter.
- If equipped, inspect automatic transmission fluid level with dipstick.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- Install a new cabin air filter.
- If filled with green engine coolant, change coolant.

224,000 Km (140,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

232,000 Km (145,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect tires for wear. Rotation recommended for optimal tire life.

240,000 Km (150,000 Miles)

- Change engine oil and install a new oil filter.
- Inspect brake pads, shoes, rotors, drums, brake lines, hoses and parking brake system.
- Inspect wheel ends for end play and noise.
- Inspect engine cooling system and hoses.
- Inspect exhaust system and heat shields.
- Inspect steering linkage, suspension and (if equipped) driveshaft and ball joints.
- Rotate tires and inspect for wear.
- Install a new engine air filter.
- Install a new fuel filter. (See ADDITIONAL INFORMATION below.)
- If equipped, install a new cabin air filter.
- If filled with yellow engine coolant, change coolant or at 8 years, whichever comes first.
- Change automatic transmission/transaxle fluid and filter.
- Change rear axle lubricant on all rear wheel (RWD) vehicles.
- Install a new accessory drive belt(s) (if a new belt has not been installed within the last 100,000 miles).
- If equipped, install new climate controlled seat filters (Navigator, Lincoln LS and Aviator).

ADDITIONAL INFORMATION: If vehicle is registered in California, the California Air Resources Board (CARB) has determined that failure to install a new fuel filter at this interval will not nullify the emission warranty or limit recall liability prior to completion of the vehicle's useful life. It is, however recommended that maintenance checks be carried out and recorded at the indicated intervals.

Additional checks for natural gas and propane vehicles include inspecting fuel tanks, as well as draining and installing a new filter.

Exceptions To Normal Schedule

Yellow Coolant

- Change coolant at 5 years or 160,000 km (100,000 miles) of the vehicle's life, whichever comes first.
- After the initial change, change coolant every 3 years or 80,000 km (50,000 miles) thereafter.

Natural Gas and Propane Vehicles

- Inspect NGV fuel tanks from the date of tank manufacture every 3 years.
- Inspect propane fuel tanks from vehicle build date every 5 years.
- Install new NGV fuel tanks from the date of tank manufacture every 15 years.

Normal Vehicle Axle Maintenance

Rear axles and power take off (PTO) units containing synthetic lubricant and light duty trucks equipped with Ford-design axles are lubricated for life. These lubricants are not to be checked or changed unless service is required, or if a leak is suspected, or the axle assembly has been submerged in water.

The axle and PTO should be changed anytime they have been submerged in water. Non-synthetic rear axle lubricants should be replaced every 4,800 km (3,000 miles) or three months, whichever occurs first, during extended trailer tow operation above 21°C (70°F) ambient and wide open throttle for extended periods above 45 mph.

The 3,000 mile lube change interval may be waived if the axle was filled with 75W140 synthetic gear lubricant meeting Ford specification WSL-M2C192-A, part number F1TZ-19B546-B or equivalent. Add four ounces of additive friction modifier C8AZ-19B546-A (EST-M2C118-A) or equivalent for complete refill of Traction-Lok rear axles.

The axle lubricant should be changed anytime an axle has been submerged in water.

Police and Taxi Vehicle Axle Maintenance

Replace rear axle lubricant every 160,000 km (100,000 miles). Rear axle lubricant change may be waived if the axle was filled with 75W140 synthetic gear lubricant meeting Ford specification WSL-M2C192-A, part number FITZ-19580-B or equivalent. Add four ounces of additive friction modifier C8AZ-19B546-A (EST-M2C118-A) or equivalent for complete refill of Traction-Lok rear axles.

The axle lubricant should be changed anytime an axle has been submerged in water.

Noise, Vibration and Harshness (NVH) Printable View (162 KB)

Noise is any undesirable sound, usually unpleasant in nature. Vibration is any motion, shaking or trembling, that can be felt or seen when an object moves back and forth or up and down. Harshness is a ride quality issue where the vehicle's response to the road transmits sharply to the customer. Harshness normally describes a firmer than usual response from the suspension system. Noise, vibration and harshness (NVH) is a term used to describe these conditions, which result in varying degrees of dissatisfaction. Although, a certain level of NVH caused by road and environmental conditions is normal. This section is designed to aid in the diagnosis, testing and repair of NVH concerns.

Acceptable Noise, Vibration and Harshness

All internal combustion engines and drivelines produce some noise and vibration; operating in a real world environment adds noise that is not subject to control. Vibration isolators, mufflers and dampers reduce these to acceptable levels. A driver who is unfamiliar with a vehicle can think that some sounds are abnormal when actually the sounds are normal for the vehicle type. For example, Traction-Lok® differentials produce a slight noise on slow turns after extended highway driving. This is acceptable and has no detrimental effect on the locking axle function. As a technician, it is very important to be familiar with vehicle features and know how they relate to NVH concerns and their diagnosis. If, for example, the vehicle has automatic overdrive it is important to test drive the vehicle both in and out of overdrive mode.

Diagnostic Theory

The shortest route to an accurate diagnosis results from:

- system knowledge, including comparison with a known good system.
- system history, including repair history and usage patterns.
- condition history, especially any relationship to repairs or sudden change.
- knowledge of possible sources.
- using a systematic diagnostic method that divides the system into related areas.

The diagnosis and correction of noise, vibration and harshness concerns requires:

- a road or system test to determine the exact nature of the concern.
- an analysis of the possible causes.
- testing to verify the cause.
- repairing any concerns found.
- a road test or system test to make sure the concern has been corrected or brought back to within an acceptable range.

Glossary of Terms

Acceleration-Light

An increase in speed at less than half throttle.

Acceleration-Medium

An increase in speed at half to nearly full throttle, such as 0-97 km/h (0-60 mph) in approximately 30 seconds.

Acceleration-Heavy

An increase in speed at one-half to full throttle, such as 0-97 km/h (0-60 mph) in approximately 20 seconds.

Ambient Temperature

The surrounding or prevailing temperature.

Amplitude

The quantity or amount of energy produced by a vibrating component (G force). An extreme vibration has a high amplitude. A mild vibration has a low amplitude.

Backlash

Gear teeth clearance.

Boom

Low frequency or low pitched noise often accompanied by a vibration. Also refer to Drumming.

Bound Up

An overstressed isolation (rubber) mount that transmits vibration/noise instead of absorbing it.

Brakes Applied

When the service brakes are applied with enough force to hold the vehicle against movement with the transmission in gear.

Buffet/Buffeting

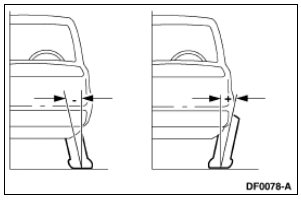
Strong noise fluctuations (less than 1000 Hz) caused by gusting winds. An example would be wind gusts against the side glass.

Buzz

A low-pitched sound like (200-5000 Hz) that from a bee. Often a metallic or hard plastic humming sound. Also describes a high frequency (200-800 Hz) vibration. Vibration feels similar to an electric razor.

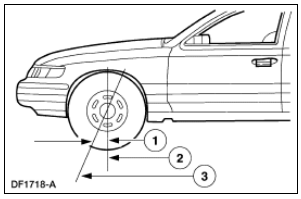
Camber

The angle of the wheel in relation to the true vertical as measured looking from the front of the vehicle. Camber is positive when the wheel angle is offset so that the top of the wheel is positioned away from the vehicle.



Caster

The angle of the steering knuckle in relation to the true vertical as measured looking from the side of the vehicle.



Item	Description
1	Positive caster
2	True vertical
3	Steering axis

Chatter

A pronounced series of rapidly repeating rattling or clicking sounds.

Chirp

A short-duration high-pitched noise associated with a slipping drive belt.

Chuckle

A repetitious low-pitched sound. A loud chuckle is usually described as a knock.

Click

A sharp, brief, non-resonant sound, similar to actuating a ball point pen.

Clonk

A hydraulic knocking sound. Sound occurs with air pockets in a hydraulic system. Also described as hammering.

Clunk/Driveline Clunk

A heavy or dull, short-duration, low-frequency sound. Occurs mostly on a vehicle that is accelerating or decelerating abruptly. Also described as a thunk.

Coast/Deceleration

Releasing the accelerator pedal at cruise, allowing the engine to reduce vehicle speed without applying the brakes.

Coast/Neutral Coast

Placing the transmission range selector in NEUTRAL (N) or depressing the clutch pedal while at cruise.

Constant Velocity (CV) Joint

A joint used to absorb vibrations caused by driving power being transmitted at an angle.

Controlled Rear Suspension Height

The height at which a designated vehicle element must be when driveline angle measurements are made.

Coupling Shaft

The shaft between the transfer case and the front drive axle or, in a two-piece rear driveshaft, the front section.

CPS

Cycles per second. Same as hertz (Hz).

Cracks

A mid-frequency sound, related to squeak. Sound varies with temperature conditions.

Creak

A metallic squeak.

Cruise

Constant speed on level ground; neither accelerating nor decelerating.

Cycle

The process of a vibrating component going through a complete range of motion and returning to the starting point.

Decibel

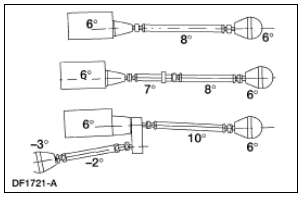
A unit of measurement, referring to sound pressure level, abbreviated dB.

Drive Engine Run-Up (DERU) Test

The operation of the engine through the normal rpm range with the vehicle standing still, the brakes applied and the transmission engaged. This test is used for noise and vibration checks.

Driveline Angles

The differences of alignment between the transmission output shaft, the driveshaft, and the rear axle pinion centerline.



Driveshaft

The shaft that transmits power to the rear axle input shaft (pinion shaft). In a two-piece driveshaft, it is the rearmost shaft.

Drivetrain

All power transmitting components from the engine to the wheels; includes the clutch or torque converter, the transmission, the transfer case, the driveshaft, and the front or rear drive axle.

Drivetrain Damper

A weight attached to the engine, the transmission, the transfer case, or the axle. It is tuned by weight and placement to absorb vibration.

Drone

A low frequency (100-200 Hz) steady sound, like a freezer compressor. Also described as a moan.

Drumming

A cycling, low-frequency (20-100 Hz), rhythmic noise often accompanied by a sensation of pressure on the ear drums. Also described as a low rumble, boom, or rolling thunder.

Dynamic Balance

The equal distribution of weight on each side of the centerline, so that when the wheel and tire assembly spins, there is no tendency for the assembly to move from side-to-side (wobble). Dynamically unbalanced wheel and tire assemblies can cause wheel shimmy.

Engine Imbalance

A condition in which an engine's center mass is not concentric to the rotation center, causing excessive motion.

Engine Misfire

When combustion in one or more cylinders does not occur or occurs at the wrong time.

Engine Shake

An exaggerated engine movement or vibration that directly increases in frequency as the engine speed increases. It is caused by non-equal distribution of mass in the rotating or reciprocating components.

Flexible Coupling

A flexible joint.

Float

A drive mode on the dividing line between cruise and coast where the throttle setting matches the engine speed with the road speed.

Flutter

Mid to high (100-2000 Hz) intermittent sound due to air flow. Similar to a flag flapping in the wind.

Frequency

The rate at which a cycle occurs within a given time.

Gravelly Feel

A grinding or growl in a component, similar to the feel experienced when driving on gravel.

Grind

An abrasive sound, similar to using a grinding wheel, or rubbing sand paper against wood.

Hiss

Steady high frequency (200-800 Hz) noise. Vacuum leak sound.

Hoot

A steady low frequency tone (50-500 Hz), sounds like blowing over a long neck bottle.

Howl

A mid-range frequency (200-800 Hz) noise between drumming and whine. Also described as a hum.

Hum

Mid-frequency (200-800 Hz) steady sound, like a small fan motor. Also described as a howl.

Hz

Hertz; a frequency measured in cycles per second.

Imbalance

Out of balance; heavier on one side than the other. In a rotating component, imbalance often causes vibration.

Inboard

Toward the centerline of the vehicle.

Intensity

The physical quality of sound that relates to the strength of the vibration (measured in decibels). The higher the sound's amplitude, the higher the intensity and vice versa.

Isolate

To separate the influence of one component to another.

Knock

A heavy, loud, repetitious sound, like a knock on the door.

Moan

A constant, low-frequency (100-200 Hz) tone. Also described as a hum.

Neutral Engine Run-Up (NERU) Test

The operation of the engine through the normal rpm range with the vehicle standing still and the transmission disengaged. This test is used to identify engine related vibrations.

Neutralize/Normalize

To return to an unstressed position. Used to describe mounts. Refer to Bound Up.

Outboard

Away from the centerline of the vehicle.

Ping

A short duration, high-frequency sound, which has a slight echo.

Pinion Shaft

The input shaft in a driving axle that is usually a part of the smaller driving or input hypoid gear of a ring and pinion gearset.

Pitch

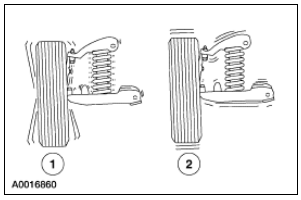
The physical quality of sound that relates to its frequency. Pitch increases as frequency increases and vice versa.

Pumping Feel

A slow, pulsing movement.

Radial/Lateral

Radial is in the plane of rotation; lateral is at 90 degrees to the plane of rotation.



Item	Description
1	Lateral runout
2	Radial runout

Rattle

A random and momentary or short duration noise.

Ring Gear

The large, circular, driven gear in a ring and pinion gearset.

Road Test

The operation of the vehicle under conditions intended to produce the concern under investigation.

Roughness

A medium-frequency vibration. A slightly higher frequency (20 to 50 Hz) than a shake. This type of vibration is usually related to drivetrain components.

Runout

Lateral runout means measuring the movement or "wobble" of a wheel or tire at the sidewall. Radial runout means measuring the out-of-round at the tread surface.

Rustling

Intermittent sound of varying frequency (100-2000 Hz), sounds similar to shuffling through leaves.

Shake

A low-frequency vibration (5-20 Hz), usually with visible component movement. Usually relates to tires, wheels, brake drums or brake discs if it is vehicle speed sensitive, or engine if it is engine speed sensitive. Also referred to as a shimmy or wobble.

Shimmy

An abnormal vibration or wobbling, felt as a side-to-side motion of the steering wheel in the driveshaft rotation. Also described as waddle.

Shudder

A low-frequency vibration that is felt through the steering wheel or seat during light brake application.

Slap

A resonance from flat surfaces, such as safety belt webbing or door trim panels.

Slip Yoke/Slip Spline

The driveshaft coupling that allows length changes to occur while the suspension articulates and while the driveshaft rotates.

Squeak

A high-pitched transient sound, similar to rubbing fingers against a clean window.

Squeal

A long-duration, high-pitched noise.

Static Balance

The equal distribution of weight around the wheel. Statically unbalanced wheel and tire assemblies can cause a bouncing action called wheel tramp. This condition will eventually cause uneven tire wear.

Tap

A light, rhythmic, or intermittent hammering sound, similar to tapping a pencil on a table edge.

Thump

A dull beat caused by two items striking together.

Tick

A rhythmic tap, similar to a clock noise.

Tip-In Moan

A light moaning noise heard during light vehicle acceleration, usually between 40-100 km/h (25-65 mph).

TIR

The acronym for total indicated runout is TIR.

Tire Deflection

The change in tire diameter in the area where the tire contacts the ground.

Tire Flat Spots

A condition commonly caused by letting the vehicle stand while the tires cool off. This condition can be corrected by driving the vehicle until the tires are warm. Also, irregular tire wear patterns in the tire tread resulting from wheel-locked skids.

Tire Force Vibration

A tire vibration caused by variations in the construction of the tire that is noticeable when the tire rotates against the pavement. This condition can be present on perfectly round tires because of variations in the inner tire construction. This condition can occur at wheel rotation frequency or twice rotation frequency.

Transient

A noise or vibration that is momentary, a short duration.

Two-Plane Balance

Radial and lateral balance.

Vibration

Any motion, shaking or trembling, that can be felt or seen when an object moves back and forth or up and down.

Whine

A constant, high-pitched noise. Also described as a screech.

Whistle

High-pitched noise (above 500 Hz) with a very narrow frequency band. Examples of whistle noises are a turbocharger or airflow around an antenna.

Wind Noise

Any noise caused by air movement in, out or around the vehicle.

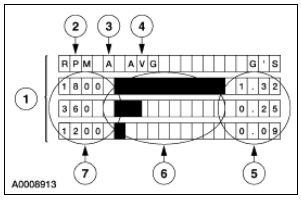
WOT

The acronym for wide open throttle is WOT.

Tools and Techniques

Electronic Vibration Analyzer (EVA)

The EVA is a hand-held electronic diagnostic tool which will assist in locating the source of unacceptable vibrations. The vibration sensor can be remotely mounted anywhere in the vehicle for testing purposes. The unit displays the three most common vibration frequencies and their corresponding amplitudes simultaneously. A bar graph provides a visual reference of the relative signal strength (amplitude) of each vibration being displayed and its relative G force. The keypad is arranged to make the EVA simple to program and use. Some of the functions include the ability to average readings as well as record, play back and freeze readings. The EVA has a strobe balancing function that can be used to detect imbalance on rotating components such as a driveshaft or engine accessories.



Item	Description
1	EVA screen
2	Frequency mode displayed in rpm or Hz
3	Active sensor input (A or B)
4	Current active mode
5	G force indicators or the strongest frequencies in descending strength of each vibration
6	Strength of each vibration
7	Frequency in rpm/Hz of each vibration

The EVA allows for a systematic collection of information that is necessary to accurately diagnose and repair NVH problems. For the best results, carry out the test as follows:

a. Test drive the vehicle with the vibration sensor inside the vehicle.
b. Place the sensor in the vehicle according to feel.

- If the condition is felt through the steering wheel, the source is most likely in the front of the vehicle.
- A vibration that is felt in the seat or floor only will most likely be found in the driveline, drive axle or rear wheels and tires.

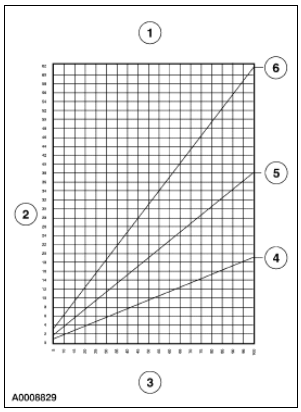
c. Record the readings. Also note when the condition begins, when it reaches maximum intensity, and if it tends to diminish above/below a certain speed.
   - Frequencies should be read in the "average" mode.
   - Frequencies have a range of plus or minus 2. A reading of 10 Hz can be displayed as an 8 Hz through 12 Hz.

d. Determine what the normal frequency is for the vehicle at a specified speed. Multiply the rear axle ratio by the Hz (1 Hz per every 5 mph). Example: A vehicle travelling 50 mph with a 3.08 rear axle ratio, the acceptable amount of Hz for the vehicle at that speed would be 10 (1 Hz per every 5 mph) X 3.08 (rear axle ratio) = 30.8 Hz.

e. Place the vibration sensor on or near the suspect area outside the vehicle.

f. Continue the road test, driving the vehicle at the speed the symptom occurs, and take another reading.

g. Compare the readings.
   - A match in frequency indicates the problem component or area.
   - An unmatched test could indicate the concern is caused by the engine, torque converter, or engine accessory. Use the EVA in the rpm mode and check if concern is rpm related.
   - Example: A vibration is felt in the seat. Place the sensor on the console. Record the readings. Place the vibration sensor on the rear axle. Compare the readings. If the frequencies are the same, the axle is the problem component. Also refer to the following chart as a reference to acceptable vibration and noise ranges for the specified components.



Item	Description
1	Acceptable vibration ranges for specified components
2	Hertz (Hz)
3	Miles per hour (mph)
4	First order tire (one disturbance for each revolution)
5	Second order tire (two disturbances for each revolution)
6	Driveline

Vibrate Software®

Vibrate Software® (Rotunda tool number 215-00003) is a diagnostic aid which will assist in pinpointing the source of unacceptable vibrations. The engine's crankshaft is the point of reference for vibration diagnosis. Every rotating component will have an angular velocity that is faster, slower, or the same as the engine's crankshaft. Vibrate Software® calculates the angular velocity of each component and graphically represents these velocities on a computer screen and on a printed vibration worksheet. The following steps outline how

Vibrate Software® helps diagnose a vibration concern:

- Enter the vehicle information. Vibrate will do all the calculations and display a graph showing tire, driveshaft and engine vibrations.
- Print a Vibration Worksheet graph. The printed graph is to be used during the road test.
- Road test the vehicle at the speed where the vibration is most noticeable. Record the vibration frequency (rpm) and the engine rpm on the worksheet graph. The point on the graph where the vibration frequency (rpm) reading and the engine rpm reading intersect indicates the specific component group causing the concern.
    - ♦ An EVA or equivalent tool capable of measuring vibration frequency and engine rpm will be needed.
- Provide pictures of diagnostic procedures to aid in testing components.

Combination EngineEAR/ChassisEAR

An electronic listening device used to quickly identify noise and the location under the chassis while the vehicle is being road tested. The ChassisEARs can identify the noise and location of damaged/worn wheel bearings, CV joints, brakes, springs, axle bearings or driveshaft carrier bearings.

EngineEAR Basic Unit

An electronic listening device used to detect even the faintest noises. The EngineEARs can detect the noise of damaged/worn bearings in generators, water pumps, A/C compressors and power steering pumps. They are also used to identify noisy lifters, exhaust manifold leaks, chipped gear teeth and for detecting wind noise. The EngineEAR has a sensing tip, amplifier, and headphones. The directional sensing tip is used to listen to the various components. Point the sensing tip at the suspect component and adjust the volume with the amplifier. Placing the tip in direct contact with a component will reveal structure-borne noise and vibrations, generated by or passing through, the component. Various volume levels can reveal different sounds.

Ultrasonic Leak Detector

The Ultrasonic Leak Detector is used to detect wind noises caused by leaks and gaps in areas where there is weather-stripping or other sealing material. It is also used to identify A/C leaks, vacuum leaks and evaporative emission noises. The Ultrasonic Leak Detector includes a multi-directional transmitter (operating in the ultrasonic range) and a hand-held detector. The transmitter is placed inside the vehicle. On the outside of the vehicle, the hand-held detector is used to sweep the area of the suspected leak. As the source of the leak is approached, a beeping sound is produced which increases in both speed and frequency.

Squeak and Rattle Repair Kit

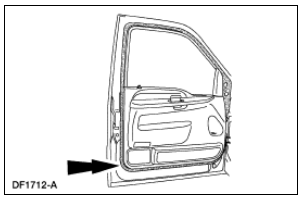
The squeak and rattle repair kit (Rotunda tool number 164-R4900) contains lubricants and self-adhesive materials that can be used to eliminate interior and exterior squeaks and rattles. The kit consists of the following materials:

- PVC (soft foam) tape
- Urethane (hard foam) tape
- Flocked (black fuzzy) tape
- UHMW (frosted) tape
- Squeak and rattle oil tube
- Squeak and rattle grease tube

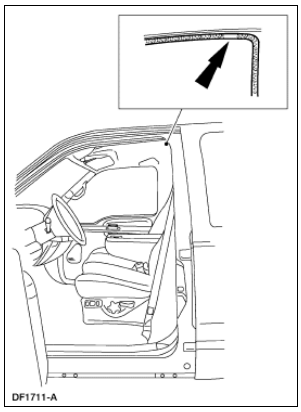
Tracing Powder

Tracing powder is used to check both the uniformity of contact and the tension of a seal against its sealing surface. These tests are usually done when a suspected air leak/noise appears to originate from the seal area or

during the alignment and adjustment of a component to a weatherstrip. Tracing powder can be ordered from Crest Industries as ATR Leak Trace. Carry out the tracing powder test as follows:

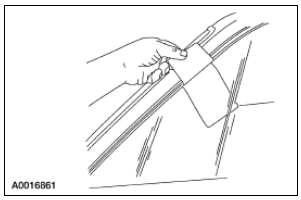


a. Clean the weatherstrip.
b. Spray the tracing powder on the mating surface only.
c. Close the door completely. Do not slam the door.
d. Open the door. An imprint is made where the weatherstrip contacted the mating surface seal. Gaps or a faint imprint will show where there is poor contact with the weatherstrip.



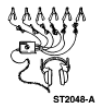
Index Card

Place an index card or a piece of paper between the weatherstrip and the sealing surface, then close the door. Slowly withdraw the index card or paper after the door is closed and check the amount of pressure on the weatherstrip. There should be a medium amount of resistance as it is withdrawn. Continue around the entire seal area. If there is little or no resistance, this indicates insufficient contact to form a good seal. At these points, the door, the glass, or the weatherstrip is out of alignment.



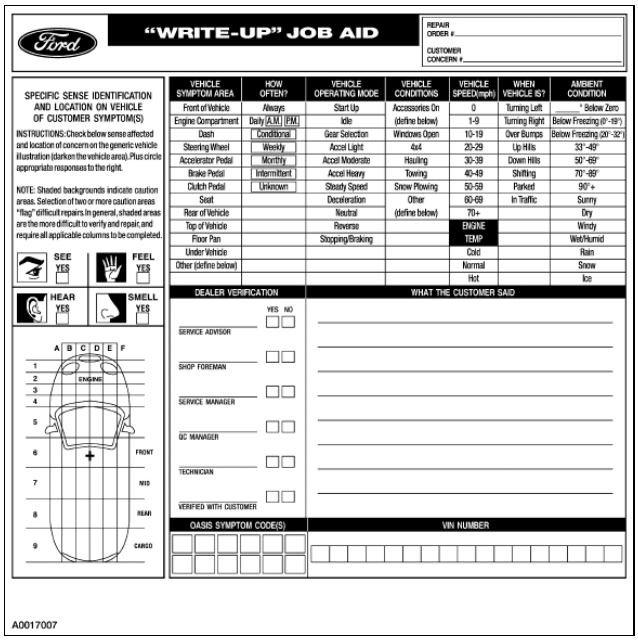
Noise, Vibration and Harshness (NVH) Printable View (734 KB)

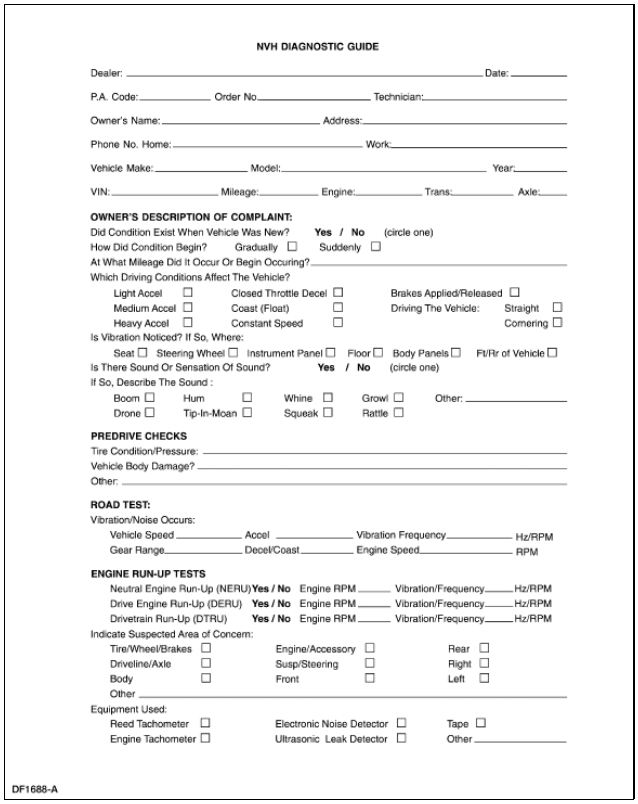
Special Tool(s)

 ST2048-A	Combination EngineEar/ChassisEar 107-R2102 or Equivalent
ST2311-A	Vibration Analyzer 100-F027 (014-00344) or Equivalent
ST2312-A	EngineEar Basic Unit 107-R2100 or Equivalent
ST2314-A	Ultrasonic Leak Detector 134-R0135 or Equivalent

To assist the service advisor and the technician, a Write-up Job Aid and an NVH Diagnostic Guide are included with this material. The Write-up Job Aid serves as a place to record all important symptom information. The NVH Diagnostic Guide serves as a place to record information reported on the Write-up Job Aid as well as data from the testing to be carried out.

To begin a successful diagnosis, fill out the NVH Diagnostic Guide, record the reported findings, then proceed to each of the numbered process steps to complete the diagnosis.





NVH DIAGNOSTIC GUIDE

Dealer: _____ Date: _____

P.A. Code: _____ Order No. _____ Technician: _____

Owner's Name: _____ Address: _____

Phone No. Home: _____ Work: _____

Vehicle Make: _____ Model: _____ Year: _____

VIN: _____ Mileage: _____ Engine: _____ Trans: _____ Axle: _____

OWNER'S DESCRIPTION OF COMPLAINT:

Did Condition Exist When Vehicle Was New? **Yes / No** (circle one)

How Did Condition Begin? Gradually ☐ Suddenly ☐

At What Mileage Did It Occur Or Begin Occuring? _____

Which Driving Conditions Affect The Vehicle?

Light Accel ☐ Closed Throttle Decel ☐ Brakes Applied/Released ☐

Medium Accel ☐ Coast (Float) ☐ Driving The Vehicle: Straight ☐

Heavy Accel ☐ Constant Speed ☐ Cornering ☐

Is Vibration Noticed? If So, Where:

Seat ☐ Steering Wheel ☐ Instrument Panel ☐ Floor ☐ Body Panels ☐ Ft/Rr of Vehicle ☐

Is There Sound Or Sensation Of Sound? **Yes / No** (circle one)

If So, Describe The Sound :

Boom ☐ Hum ☐ Whine ☐ Growl ☐ Other: _____

Drone ☐ Tip-In-Moan ☐ Squeak ☐ Rattle ☐

PREDRIVE CHECKS

Tire Condition/Pressure: _____

Vehicle Body Damage? _____

Other: _____

ROAD TEST:

Vibration/Noise Occurs:

Vehicle Speed _____ Accel _____ Vibration Frequency _____ Hz/RPM

Gear Range _____ Decel/Coast _____ Engine Speed _____ RPM

ENGINE RUN-UP TESTS

Neutral Engine Run-Up (NERU) **Yes / No** Engine RPM _____ Vibration/Frequency _____ Hz/RPM

Drive Engine Run-Up (DERU) **Yes / No** Engine RPM _____ Vibration/Frequency _____ Hz/RPM

Drivetrain Run-Up (DTRU) **Yes / No** Engine RPM _____ Vibration/Frequency _____ Hz/RPM

Indicate Suspected Area of Concern:

Tire/Wheel/Brakes ☐ Engine/Accessory ☐ Rear ☐

Driveline/Axle ☐ Susp/Steering ☐ Right ☐

Body ☐ Front ☐ Left ☐

Other _____

Equipment Used:

Reed Tachometer ☐ Electronic Noise Detector ☐ Tape ☐

Engine Tachometer ☐ Ultrasonic Leak Detector ☐ Other _____

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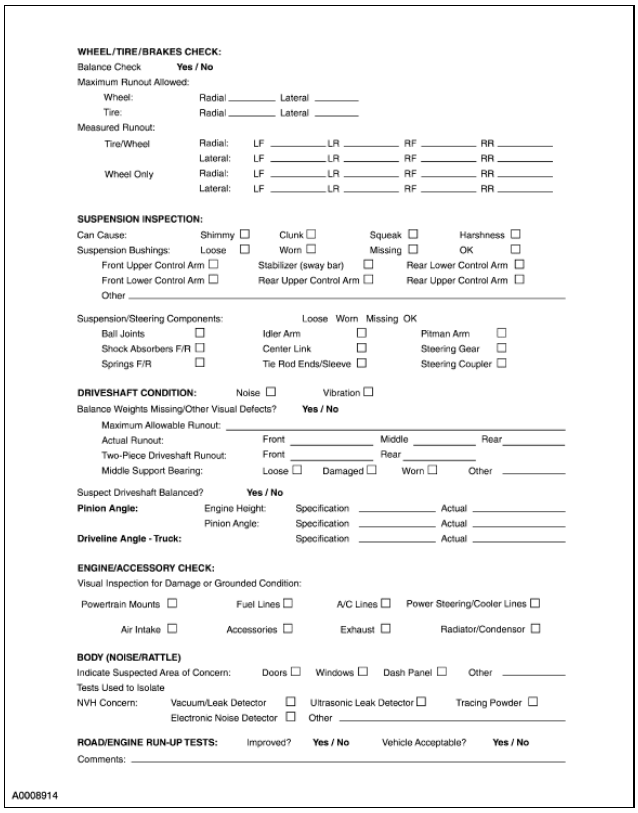

WHEEL/TIRE/BRAKES CHECK:

Balance Check **Yes / No**

Maximum Runout Allowed:

Wheel: Radial _____ Lateral _____

Tire: Radial _____ Lateral _____

Measured Runout:

Tire/Wheel Radial: LF _____ LR _____ RF _____ RR _____

Lateral: LF _____ LR _____ RF _____ RR _____

Wheel Only Radial: LF _____ LR _____ RF _____ RR _____

Lateral: LF _____ LR _____ RF _____ RR _____

SUSPENSION INSPECTION:

Can Cause: Shimmy ☐ Clunk ☐ Squeak ☐ Harshness ☐

Suspension Bushings: Loose ☐ Worn ☐ Missing ☐ OK ☐

Front Upper Control Arm ☐ Stabilizer (sway bar) ☐ Rear Lower Control Arm ☐

Front Lower Control Arm ☐ Rear Upper Control Arm ☐ Rear Upper Control Arm ☐

Other _____

Suspension/Steering Components:	Loose	Worn	Missing	OK
Ball Joints	☐	Idler Arm	☐	Pitman Arm ☐
Shock Absorbers F/R	☐	Center Link	☐	Steering Gear ☐
Springs F/R	☐	Tie Rod Ends/Sleeve	☐	Steering Coupler ☐

DRIVESHAFT CONDITION: Noise ☐ Vibration ☐

Balance Weights Missing/Other Visual Defects? **Yes / No**

Maximum Allowable Runout: _____

Actual Runout: Front _____ Middle _____ Rear _____

Two-Piece Driveshaft Runout: Front _____ Rear _____

Middle Support Bearing: Loose ☐ Damaged ☐ Worn ☐ Other _____

Suspect Driveshaft Balanced? **Yes / No**

Pinion Angle: Engine Height: Specification _____ Actual _____

Pinion Angle: Specification _____ Actual _____

Driveline Angle - Truck: Specification _____ Actual _____

ENGINE/ACCESSORY CHECK:

Visual Inspection for Damage or Grounded Condition:

Powertrain Mounts ☐ Fuel Lines ☐ A/C Lines ☐ Power Steering/Cooler Lines ☐

Air Intake ☐ Accessories ☐ Exhaust ☐ Radiator/Condensor ☐

BODY (NOISE/RATTLE)

Indicate Suspected Area of Concern: Doors ☐ Windows ☐ Dash Panel ☐ Other _____

Tests Used to Isolate

NVH Concern: Vacuum/Leak Detector ☐ Ultrasonic Leak Detector ☐ Tracing Powder ☐

Electronic Noise Detector ☐ Other _____

ROAD/ENGINE RUN-UP TESTS: Improved? **Yes / No** Vehicle Acceptable? **Yes / No**

Comments: _____

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1: Customer Interview

The diagnostic process starts with the customer interview. The service advisor must obtain as much information as possible about the problem and take a test drive with the customer. There are many ways a customer will describe NVH concerns and this will help minimize confusion arising from descriptive language differences. It is important that the concern is correctly interpreted and the customer descriptions are

recorded. During the interview, ask the following questions:

- When was it first noticed?
- Did it appear suddenly or gradually?
- Did any abnormal occurrence coincide with or proceed its appearance?

Use the information gained from the customer to accurately begin the diagnostic process.

2: Pre-Drive Check

It is important to do a pre-drive check before road testing the vehicle. A pre-drive check verifies that the vehicle is relatively safe to drive and eliminates any obvious faults on the vehicle.

The pre-drive check consists of a brief visual inspection. During this brief inspection, take note of anything that will compromise safety during the road test and make those repairs/adjustments before taking the vehicle on the road.

3: Preparing for the Road Test

Observe the following when preparing for the road test:

- Review the information recorded on the NVH Diagnostic Guide. It is important to know the specific concern the customer has with the vehicle.
- Do not be misled by the reported location of the noise/vibration. The cause can actually be some distance away.
- Remember that the vibrating source component (originator) may only generate a small vibration. This small vibration can in turn cause a larger vibration/noise to emanate from another receiving component (reactor), due to contact with other components (transfer path).
- Conduct the road test on a quiet street where it is safe to duplicate the vibration/noise. The ideal testing route is an open, low-traffic area where it is possible to operate the vehicle at the speed in which the condition occurs.
- If possible, lower the radio antenna in order to minimize turbulence. Identify anything that could potentially make noise or be a source of wind noise. Inspect the vehicle for add-on items that create vibration/noise. Turn off the radio and the heating and cooling system blower.
- The engine speed is an important factor in arriving at a final conclusion. Therefore, connect an accurate tachometer to the engine, even if the vehicle has a tachometer. Use a tachometer that has clearly defined increments of less than 50 rpm. This ensures an exact engine speed reading.

4: Verify the Customer Concern

Verify the customer concern by carrying out a road test, an engine run-up test, or both.

The decision to carry out a road test, an engine run-up test, or both depends on the type of NVH concern. A road test may be necessary if the symptom relates to the suspension system or is sensitive to torque. A drive engine run-up (DERU) or a neutral engine run-up (NERU) test identifies noises and vibrations relating to engine and drivetrain rpm. Remember, a condition will not always be identifiable by carrying out these tests, however, they will eliminate many possibilities if carried out correctly.

5: Road Test

NOTE: It may be necessary to have the customer ride along or drive the vehicle to point out the concern. During the road test, take into consideration the customer's driving habits and the driving conditions. The customer's concern just may be an acceptable operating condition for that vehicle.

The following is a brief overview of each test in the order in which it appears. A review of this information helps to quickly identify the most appropriate process necessary to make a successful diagnosis. After reviewing this information, select and carry out the appropriate test(s), proceeding to the next step of this process.

- The Slow Acceleration Test is normally the first test to carry out when identifying an NVH concern, especially when a road test with the customer is not possible.
- The Heavy Acceleration Test helps to determine if the concern is torque-related.
- The Neutral Coast Down Speed Test helps to determine if the concern is vehicle speed-related.
- The Downshift Speed Test helps to determine if the concern is engine speed-related.
- The Steering Input Test helps to determine how the wheel bearings and other suspension components contribute to a vehicle speed-related concern.
- The Brake Test helps to identify vibrations or noise that are brake related.
- The Road Test Over Bumps helps isolate a noise that occurs when driving over a rough or bumpy surface.
- The Engine Run-Up Tests consist of the Neutral Run-Up Test and the Engine Load Test. These tests help to determine if the concern is engine speed-related.
- The Neutral Run-Up Test is used as a follow-up test to the Downshift Speed Test when the concern occurs at idle.
- The Engine Load Test helps to identify vibration/noise sensitive to engine load or torque. It also helps to reproduce engine speed-related concerns that cannot be duplicated when carrying out the Neutral Run-Up Test or the Neutral Coast Down Test.
- The Engine Accessory Test helps to locate faulty belts and accessories that cause engine speed-related concerns.
- The Vehicle Cold Soak Procedure helps to identify concerns occurring during initial start-up and when an extended time lapse occurs between vehicle usage.

Slow Acceleration Test

To carry out this test, proceed as follows:

- Slowly accelerate to the speed where the reported concern occurs. Note the vehicle speed, the engine rpm and, if possible, determine the vibration frequency.
- Attempt to identify from what part of the vehicle the concern is coming.
- Attempt to identify the source of the concern.
- Proceed as necessary.

Heavy Acceleration Test

To carry out this test, proceed as follows:

- Accelerate hard from 0-64 km/h (0-40 mph).
- Decelerate in a lower gear.
- The concern is torque related if duplicated while carrying out this test.
- Proceed as necessary.

Neutral Coast Down Speed Test

To carry out this test, proceed as follows:

- Drive at a higher rate of speed than where the concern occurred when carrying out the Slow Acceleration Test.
- Place the transmission in NEUTRAL and coast down past the speed where the concern occurs.
- The concern is vehicle speed-related if duplicated while carrying out this test. This eliminates the engine and the torque converter as sources.
- If the concern was not duplicated while carrying out this test, carry out the Downshift Speed Test to verify if the concern is engine speed related.
- Proceed as necessary.

Downshift Speed Test

To carry out this test, proceed as follows:

- Shift into a lower gear than the gear used when carrying out the Slow Acceleration Test.
- Drive at the engine rpm where the concern occurs.
- The concern is engine speed related if duplicated while carrying out this test. This eliminates the tires, wheels, brakes and the suspension components as sources.
- If necessary, repeat this test using other gears and NEUTRAL to verify the results.
- Proceed as necessary.

Steering Input Test

To carry out this test, proceed as follows:

- Drive at the speed where the concern occurs, while making sweeping turns in both directions.
- If the concern goes away or gets worse, the wheel bearings, hubs, U-joints (contained in the axles of 4WD applications), and tire tread wear are all possible sources.
- Proceed as necessary.

Brake Test

To carry out this test, proceed as follows:

- Warm the brakes by slowing the vehicle a few times from 80 32 km/h (50 20 mph) using light braking applications. At highway speeds of 89 97 km/h (50 60 mph), apply the brake using a light pedal force.
- Accelerate to 89 97 km/h (55 60 mph).
- Lightly apply the brakes and slow the vehicle to 30 km/h (20 mph).
- A brake vibration noise can be felt in the steering wheel, seat or brake pedal. A brake noise can be heard upon brake application and diminish when the brake is released.

Road Test Over Bumps

To carry out this test, proceed as follows:

- Drive the vehicle over a bump or rough surface one wheel at a time to determine if the noise is coming from the front or the back and the left or the right side of the vehicle.
- Proceed as necessary.

Neutral Engine Run-Up (NERU) Test

To carry out this test, proceed as follows:

- Install a tachometer.

- Increase the engine rpm up from an idle to approximately 4000 rpm while in PARK on front wheel drive vehicles with automatic transmissions, or NEUTRAL for all other vehicles. Note the engine rpm and, if possible, determine the vibration frequency.
- Attempt to identify what part of the vehicle the concern is coming from.
- Attempt to identify the source of the concern.
- Proceed as necessary.

Drive Engine Run-Up (DERU) Load Test

To carry out this test, proceed as follows:

- **⚠ WARNING: Block the front and rear wheels, and apply the parking brake and the service brake, or injury to personnel can result.**

  ⚠ CAUTION: Do not carry out the Engine Load Test for more than five seconds or damage to the transmission or transaxle can result.

  Block the front and rear wheels.
- Apply the parking brake and the service brake.
- Install a tachometer.
- Shift the transmission into DRIVE, and increase and decrease the engine rpm between an idle to approximately 2000 rpm. Note the engine rpm and, if possible, determine the vibration frequency.
- Repeat the test in REVERSE.
- If the vibration/noise is duplicated when carrying out this test, inspect the engine and transmission or transaxle mounts.
- If the concern is definitely engine speed-related, carry out the Engine Accessory Test to narrow down the source.
- Proceed as necessary.

Engine Accessory Test

To carry out this test, proceed as follows:

- **⚠ WARNING: Block the front and rear wheels, and apply the parking brake and the service brake, or injury to personnel can result.**

  ⚠ CAUTION: Limit engine running time to one minute or less with belts removed or serious engine damage will result.

  NOTE: A serpentine drive belt decreases the usefulness of this test. In these cases, use a vibration analyzer, such as the vibration analyzer (VA), to pinpoint accessory vibrations. An electronic listening device, such as an EngineEAR, will also help to identify noises from specific accessories.

  Remove the accessory drive belts.
- Increase the engine rpm to where the concern occurs.
- If the vibration/noise is duplicated when carrying out this test, the belts and accessories are not sources.
- If the vibration/noise was not duplicated when carrying out this test, install each accessory belt, one at a time, to locate the source.

Vehicle Cold Soak Procedure

To carry out this procedure, proceed as follows:

- Test preparations include matching customer conditions (if known). If not known, document the test conditions: gear selection and engine rpm. Monitor the vibration/noise duration with a watch for up to three minutes.
- Park the vehicle where testing will occur. The vehicle must remain at or below the concern temperature (if known) for 6-8 hours.
- Before starting the engine, conduct a visual inspection under the hood.
- Turn the key on, but do not start the engine. Listen for the fuel pump, anti-lock brake system (ABS) and air suspension system noises.
- Start the engine.
- ⚠ **CAUTION: Never probe moving parts.**

  Isolate the vibration/noise by carefully listening. Move around the vehicle while listening to find the general location of the vibration/noise. Then, search for a more precise location by using a stethoscope or EngineEAR.
- Refer to Idle Noise/Vibration in the Symptom Chart to assist with the diagnosis.

6: Check OASIS/TSBs/Repair History

After verifying the customer concern, check for OASIS reports, TSBs and the vehicle repair history for related concerns. If information relating to a diagnosis/repair is found, carry out the procedure(s) specified in that information.

If no information is available from these sources, carry out the vehicle preliminary inspection to eliminate any obvious faults.

7: Diagnostic Procedure

Qualifying the concern by the particular sensation present can help narrow down the concern. Always use the "symptom" to "system" to "component" to "cause" diagnosis technique. This diagnostic method divides the problem into related areas to correct the customer concern.

- Verify the "symptom".
- Determine which "system(s)" can cause the "symptom".
  - ♦ If a vibration concern is vehicle speed related, the tire and wheel rpm/frequency or driveshaft frequency should be calculated.
  - ♦ If a vibration concern is engine speed related, the engine, engine accessory or engine firing frequencies should be calculated.
- After determining the "system", use the diagnostic tools to identify the worn or damaged "components".
- After identifying the "components", try to find the "cause" of the failure.

Once the concern is narrowed down to a symptom/condition, proceed to NVH Condition and Symptom Categories.

NVH Condition and Symptom Categories

A good diagnostic process is a logical sequence of steps that lead to the identification of a causal system. Use the condition and symptom categories as follows:

- Identify the operating condition that the vehicle is exhibiting.
- Match the operating condition to the symptom.

- Verify the symptom.
- Identify which category or system could cause the symptom.
- Refer to the diagnostic symptom chart that is referred to.

Operating Condition Vehicle is Not Moving

1. Static operation
    - Noise occurs during component/system functioning. GO to .

2. While cranking
    1. Grinding or whine, differential ring gear or starter motor pinion noise. GO to .
    2. Rattle. Exhaust hanger, exhaust heat shield or A/C line noise. GO to .
    3. Vibration. Acceptable condition.

3. At idle
    - Idle noise. GO to .
    - Idle vibration or shake. GO to .

4. During Gear Selection
    1. Vehicle parked on a steep incline. Acceptable noise.
    2. Vehicle parked on a flat surface. GO to .

Operating Condition Vehicle is Moving

1. Depends more on how the vehicle is operated
    1. Speed related
        - Related to vehicle speed
            - Pitch increases with vehicle speed. GO to .
            - Noise occurs at specific vehicle speed. A high-pitched noise (whine). GO to .
            - Loudness proportional to vehicle speed. Low-frequency noise at high speeds, noise and loudness increase with speed. GO to .
            - A low-pitched noise (drumming). GO to .
            - Vibration occurs at a particular speed (mph) regardless of acceleration or deceleration. GO to .
            - Noise varies with wind/vehicle speed and direction. GO to .
        - Related to engine speed.
            - Noise varies with engine rpm. GO to .
            - Vibration occurs at a particular speed (mph) regardless of engine speed (rpm).
    2. Acceleration
        - Wide open throttle (WOT)
            - Engine induced contact between components. Inspect and repair as necessary.
            - Noise is continuous throughout WOT. Exhaust system or engine ground out. GO to .
        - Light/moderate acceleration
            - Tip-in moan. Engine/exhaust noise. GO to .
            - Knock-type noise. GO to .
            - Driveline shudder. GO to .
            - Engine vibration. GO to .
    3. Turning noise GO to .
    4. Braking
        - Clicking sound is signaling ABS is active. Acceptable ABS sound.
        - A continuous grinding/squeal. GO to .

- ♦ Brake vibration/shudder. GO to .

5. Shifting
   - ♦ Noise or vibration condition related to the transmission (automatic). GO to .
6. Cruising speeds
   - ♦ Accelerator pedal vibration. GO to .
   - ♦ Driveline vibration. GO to .
   - ♦ A shimmy or shake. GO to .
7. Driving at low/medium speeds
   - ♦ A wobble or shudder. GO to .

2. Depends more on where the vehicle is operated
   1. Bump/pothole, rough road or smooth road. GO to .
      - ♦ Noise is random or intermittent occurring from road irregularities. GO to .
      - ♦ Noise or vibration changes from one road surface to another. Normal sound changes.
      - ♦ Noise or vibration associated with a hard/firm ride. GO to .

Symptom Charts

Symptom Chart Air Leak and Wind Noise

Symptom Chart Brake Noise/Vibration

Symptom Chart Driveline Noise/Vibration

Symptom Chart Engine Noise/Vibration

Symptom Chart Idle Noise/Vibration

Symptom Chart Squeak and Rattle

Symptom Chart Steering Noise/Vibration

Symptom Chart Suspension Noise/Vibration

Symptom Chart Tire Noise/Vibration

Symptom Chart Transmission (Automatic) Noise/Vibration

Pinpoint Tests

The pinpoint tests are a step-by-step diagnostic process designed to determine the cause of a condition. It may not always be necessary to follow a pinpoint test to its conclusion. Carry out only the steps necessary to correct the condition. Then, test the system for normal operation. Sometimes, it is necessary to remove various vehicle components to gain access to the component requiring testing. For additional information, refer to the appropriate section for removal and installation procedures. Reinstall all components after verifying system operation is normal.

PINPOINT TEST A: BRAKE VIBRATION/SHUDDER

Test Step	Result / Action to Take
A1 ROAD TEST THE VEHICLE LIGHT BRAKING	
• Check that the wheel and tires are correct for the vehicle. Inspect the tires for abnormal wear patterns. • Road test the vehicle. Warm the brakes by slowing the vehicle a few times from 80-32 km/h (50 to 20 mph) using light braking applications. At highway speeds of 89-97 km/h (55-60 mph), apply the brake using a light pedal force. • **Is there a vibration/shudder felt in the steering wheel, seat or brake pedal?**	**Yes** GO to A4 . **No** GO to A2 .
A2 ROAD TEST THE VEHICLE MODERATE TO HEAVY BRAKING	
• Road test the vehicle. At highway speeds of 89-97 km/h (55-60 mph), apply the brake using a moderate to heavy pedal force. • **Is there a vibration/shudder?**	**Yes** For vehicles with ABS, GO to A3 . For vehicles with standard brakes, GO to A4 . **No** Vehicle is OK. VERIFY condition with customer. TEST the vehicle for normal operation.
A3 NORMAL ACTUATION OF THE ABS SYSTEM DIAGNOSIS	
• During moderate to heavy braking, noise from the hydraulic control unit (HCU) and pulsation in the brake pedal can be observed. Pedal pulsation coupled with noise during heavy braking or on loose gravel, bumps, wet or snowy surfaces is acceptable and indicates correct functioning of the ABS system. Pedal pulsation or steering wheel nibble (frequency is proportioned to the vehicle speed) indicates a concern with a brake or suspension component. • **Is the vibration/shudder vehicle speed sensitive?**	**Yes** GO to A5 . **No** The brake system is operating correctly.
A4 APPLICATION OF THE PARKING BRAKE	
• **NOTE:** Begin at the front of the vehicle unless the vibration or shudder has been isolated to the rear. • This test is not applicable to vehicles with drum-in-hat type parking brakes. For vehicles with drum-in-hat parking brakes, proceed to the next test. For all other vehicles, apply the parking brake to identify if the problem is in the front or rear brake. At highway speeds of 89-97 km/h (55-60 mph), lightly apply the parking brake until the vehicle slows down. Release the parking brake immediately after the test. • **Is there a vibration/shudder?**	**Yes** GO to A8 . **No** GO to A5 .
A5 CHECK THE FRONT WHEEL BEARINGS	
	Yes GO to A6 .

• Check the front wheel bearings. Refer to Wheel Bearing Check in this section. • **Are the wheel bearings OK?**	**No** INSPECT the wheel bearings. ADJUST or REPAIR as necessary. TEST the system for normal operation.
A6 CHECK THE FRONT SUSPENSION	

• Check the front suspension for:
  • Broken or loose bolts.
  • Damaged springs.
  • Worn or damaged upper and lower control arm bushings.
  • Loose or rough front bearings.
  • Uneven tire wear.
• **Are all the suspension components in satisfactory condition?**
	Yes
	GO to A7 .
	
	No
	REPAIR or INSTALL new components as necessary. TEST the system for normal operation.

A7 RESURFACE THE FRONT BRAKE DISCS	
• ⚠ **CAUTION: Do not use a bench lathe to machine brake discs.** • **NOTE:** Follow the manufacturer's instructions to machine the brake discs. After machining, make sure the brake disc meets the thickness specification. • Resurface the front brake discs or drums. Refer to Brake Disc Machining in this section. Road test the vehicle. • **Is the vibration/shudder present?**	**Yes** GO to A8 . **No** Vehicle is OK.
A8 CHECK THE REAR SUSPENSION	

• Check the rear suspension for:
  • Broken or loose bolts.
  • Damaged or worn springs or spring bushings.
  • Worn or damaged upper and lower control arm bushings.
  • Worn or damaged trailing arms.
  • Loose or rough rear bearings.
  • Uneven tire wear.
• **Are all the suspension components in satisfactory condition?**
	Yes
	GO to A9 .
	
	No
	REPAIR or INSTALL new components as necessary. TEST the system for normal operation.

A9 RESURFACE THE REAR BRAKE DISC OR DRUM	
• ⚠ **CAUTION: Do not use a bench lathe to machine brake discs.** • **NOTE:** Follow the manufacturer's instructions to machine the brake discs. After machining, make sure the brake disc meets the thickness specification. • Resurface the front brake discs. Refer to Brake Disc Machining in this section. Road test the vehicle. • **Is the vibration/shudder present?**	**Yes** CHECK the front suspension for wear or damage. RESURFACE the front brake discs. TEST the system for normal operation. **No** Vehicle is OK.

PINPOINT TEST B: ENGINE TICKING NOISE

Test Step	Result / Action to Take

B1 CHECK FOR TICKING NOISE AT THE FUEL RAIL	
• Disconnect the first fuel line clip. • **Is the ticking noise gone?**	**Yes** CHECK for TSB for applicable vehicle. REPAIR as necessary. TEST the system for normal operation. **No** GO to B2 .
B2 CHECK FOR TICKING NOISE AT THE FUEL INJECTOR	
• Using an EngineEAR, listen at the fuel injectors by placing a probe on each injector. To isolate the faulty injector, disconnect the injector electrical connector and listen for the noise. • **Is the fuel injector the source of the ticking noise?**	**Yes** INSTALL a new fuel injector. REFER to Section 303-04A (3.0L [4.V]) or Section 303-04B (3.9L). TEST the system for normal operation. **No** GO to B3 .
B3 CHECK THE BELT TENSIONER FOR TICKING NOISE	
• Inspect the accessory drive. Check for the belt tensioner bottoming at end of travel or not at end of stroke. • Using an EngineEAR, listen at the belt tensioner. • **Is the belt tensioner the source of the noise?**	**Yes** INSTALL a new belt tensioner. TEST the system for normal operation. **No** GO to B4 .
B4 CHECK THE WATER PUMP FOR TICKING NOISE	
• Using an EngineEAR, listen at the water pump for ticking noise. • **Is the water pump the source of the noise?**	**Yes** INSTALL a new water pump. REFER to Section 303-03 . TEST the system for normal operation. **No** GO to B5 .
B5 CHECK FOR AN OBSTRUCTION OF THE COOLING FAN	
• Inspect the cooling fan for obstructions. • Check the cooling fan and shroud for wear or damage. • **Was there an obstruction or does the cooling fan show signs of damage?**	**Yes** REPAIR or INSTALL a new cooling fan. REFER to Section 303-03 . TEST the system for normal operation. **No** GO to B6 .
B6 CHECK THE OIL PUMP FOR TICKING NOISE	
• Check the oil pump using EngineEARs and probe at the oil filter adapter to verify the oil pump as a source. • **Is the oil pump the source of the noise?**	**Yes** INSTALL a new oil pump. REFER to Section 303-04A (3.0L [4.V]) or Section 303-04B (3.9L). TEST the system for normal operation.

	No GO to B7 .
B7 CHECK VALVE LIFTERS OR LASH ADJUSTERS FOR CORRECT OPERATION	
• Check valve lifter/lash adjuster for correct operation, using EngineEARs. • **Are the valve lifters/lash adjusters operating correctly?**	**Yes** VERIFY customer concern. CONDUCT a diagnosis of other suspect components. **No** INSTALL a new valve lifter/lash adjuster(s). TEST the system for normal operation.

PINPOINT TEST C: ACCESSORY DRIVE BEARING HOOT

Test Step	Result / Action to Take
C1 CHECK THE ACCESSORY DRIVE IDLER AND TENSIONER PULLEY BEARINGS	
• Carry out the Vehicle Cold Soak Procedure in this section. • Key in START position. • Place an EngineEAR probe directly on the pulley center post or bolt to verify which bearing is making the noise. • Key in OFF position. • **Is either bearing making the noise?**	**Yes** INSTALL a new pulley/idler. CARRY OUT the Vehicle Cold Soak Procedure and TEST the system for normal operation. **No** CONDUCT a diagnosis on other suspect accessory drive components.

PINPOINT TEST D: POWER STEERING MOAN

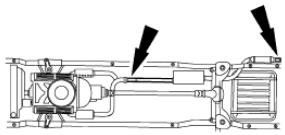
Test Step	Result / Action to Take
D1 CHECK THE POWER STEERING SYSTEM	
• Carry out the Vehicle Cold Soak Procedure in this section. • Key in START position. • Turn the steering wheel while the noise is occurring and listen for changes in sound pitch or loudness. • Key in OFF position. • **Does the sound pitch or loudness change while turning the steering wheel?**	**Yes** GO to D2 . **No** CONDUCT a diagnosis on other suspect accessory drive components.
D2 VERIFY THE SOURCE	
• Key in START position. • Place an EngineEAR probe near the power steering pump/reservoir while the noise is occurring. While an assistant turns the steering wheel, listen for changes in sound pitch or loudness.	**Yes** VERIFY that the supply tube to the pump is unobstructed. CHECK the fluid condition and level. DRAIN the fluid and REFILL. REFER to Section 211-00 . CARRY OUT the Vehicle Cold Soak Procedure and TEST the system for normal operation.

• Key in OFF position. • **Does the sound pitch or loudness change while turning the steering wheel?**	**No** Normal system operation.

PINPOINT TEST E: ENGINE DRIVEN COOLING FAN MOAN

Test Step	Result / Action to Take
E1 CHECK THE ENGINE DRIVEN COOLING FAN AFTER A COLD SOAK	
• Carry out the Vehicle Cold Soak Procedure in this section. • Key in START position. • Assess the airflow. • Raise the engine speed to 1500 rpm while listening for the moan to increase in proportion to the airflow. • Key in OFF position. • **Does the moan increase in proportion to the airflow?**	**Yes** TEST the fan for normal operation. If the fan tests normal, GO to E2 . Otherwise, REPAIR as necessary. **No** Normal system operation.
E2 CHECK THE ENGINE DRIVEN COOLING FAN AT NORMAL OPERATING TEMPERATURE	
• Key in START position. • Run the engine to normal operating temperature while listening for the moan to stop. • Key in OFF position. • **Does the moan stop?**	**Yes** Normal clutch operation. **No** INSTALL a new fan clutch. TEST the system for normal operation.

PINPOINT TEST F: DRUMMING NOISE

Test Step	Result / Action to Take
F1 CHECK THE EXHAUST SYSTEM	
• Key in START position. • Increase the engine rpm until the noise is the loudest. Note the engine rpm. • Key in OFF position. • Add approximately 9 kg (20 lb) of weight to the exhaust system. First place the weight at the tail pipe and test, then place it at the front pipe.  DF1768-A • Key in START position. • Increase the engine rpm and listen for the drumming noise. Note the engine rpm if the noise occurs.	**Yes** CARRY OUT Exhaust System Neutralizing in this section. TEST the system for normal operation. **No** GO to F2 .

• Key in OFF position. • Using a vibration analyzer (VA), determine the amount of vibration that occurs with the drumming noise. • **Is the noise/vibration reduced or eliminated, or does the noise/vibration occur at a different rpm?**	
F2 POWERTRAIN/DRIVETRAIN MOUNT NEUTRALIZING	
• Carry out Powertrain/Drivetrain Mount Neutralizing in this section. Test the system for normal operation. • **Is the noise reduced or eliminated?**	**Yes** Vehicle OK. TEST the system for normal operation. **No** CONDUCT diagnosis of other suspect components.

PINPOINT TEST G: ENGINE TICKING, KNOCKING OR CONTINUOUS RATTLE

Test Step	Result / Action to Take
G1 CHECK FOR NOISE AT THE VALVE COVERS AND THE FRONT COVERS (OHC ENGINES)	
• Carry out the Vehicle Cold Soak Procedure in this section. • Key in START position. • **NOTE:** For a short-duration ticking noise, multiple engine starts may be necessary. • Using an EngineEAR, listen closely at the valve covers and the front covers (OHC engines) by placing the probe near the surface of the valve cover and then on the surface front cover. • Key in OFF position. • **Is the noise source apparent?**	**Yes** REMOVE the appropriate cover and INSPECT for loose, worn/broken components. REPAIR as necessary. TEST the system for normal operation. **No** GO to G2 .
G2 CHECK FOR NOISE AT THE CYLINDER BLOCK	
• Key in START position. • Using an EngineEAR, listen closely at the cylinder block by placing a probe on or near each freeze plug. • Key in OFF position. • **Is the noise source apparent?**	**Yes** REPAIR or INSTALL new components as necessary. **No** GO to G3 .
G3 CHECK FOR NOISE WHILE DISCONNECTING EACH FUEL INJECTOR ELECTRICAL CONNECTOR, ONE AT A TIME	
• Key in START position. • Disconnect each fuel injector electrical connector, one at a time, to decrease piston force and listen for the noise. • Key in OFF position. • **Is the noise reduced or eliminated?**	**Yes** INSTALL a new fuel injector. REFER to Section 303-04A (3.0L [4.V]) or Section 303-04B (3.9L). TEST the system for normal operation. **No** INSPECT accessory drive or the transmission as a possible source.

PINPOINT TEST H: FRONT SUSPENSION NOISE

Test Step	Result / Action to Take
H1 ROAD TEST THE VEHICLE	
• Test drive the vehicle. • **NOTE:** An assistant will be needed for this road test. • During the road test, drive the vehicle over a rough road. Using ChassisEARs, determine from which area/component the noise is originating. • **Is there a squeak, creak or rattle noise?**	**Yes** GO to H2 . **No** The suspension system is OK. CONDUCT a diagnosis on other suspect systems.
H2 INSPECT THE STEERING SYSTEM	
• ⚠ **WARNING: The electrical power to the air suspension system must be shut off prior to hoisting, jacking or towing an air suspension vehicle. This can be accomplished by turning off the air suspension switch. Failure to do so can result in unexpected inflation or deflation of the air springs, which can result in shifting of the vehicle during these operations.** • Raise and support the vehicle. • Check the steering system for wear or damage. Carry out a steering linkage test. Refer to Section 211-00 . • Inspect the tire wear pattern. Refer to Tire Wear Chart in Tire Wear Patterns and Frequency Calculations in this section. • **Are the steering components worn or damaged?**	**Yes** REPAIR the steering system. INSTALL new components as necessary. TEST the system for normal operation. **No** GO to H3 .
H3 FRONT SHOCK ABSORBER/STRUT CHECK	
• Check the front shock absorbers/strut mounts for loose bolts or nuts. • Check the front shock absorbers/struts for wear or damage. Carry out a "bounce test". • **Are the front shock absorbers/struts loose or damaged?**	**Yes** TIGHTEN to specifications if loose. INSTALL new front shock absorbers/struts if damaged. TEST the system for normal operation. **No** GO to H4 .
H4 CHECK THE FRONT SPRINGS	
• Check the front spring and front spring mounts/brackets for wear or damage. • **Are the front springs or spring mounts/brackets worn or damaged?**	**Yes** REPAIR or INSTALL new components as necessary. TEST the system for normal operation. **No** GO to H5 .
H5 CHECK THE CONTROL ARMS/RADIUS ARMS	
• Inspect the control arm bushings for wear or damage. • Inspect for twisted or bent control arms/radius arms. • **Are the control arms/radius arms damaged or worn?**	**Yes** REPAIR or INSTALL new components as necessary. TEST the system for normal operation.

	No GO to H6 .
H6 CHECK THE STABILIZER BAR/TRACK BAR	
• Check the stabilizer bar/track bar bushings and links for damage or wear. • Check the stabilizer bar/track bar for damage. • Check for loose or damaged stabilizer bar isolators or brackets. • **Are the stabilizer bar/track bar components loose, worn or damaged?**	**Yes** REPAIR or INSTALL new components as necessary. TEST the system for normal operation. **No** Suspension system OK. CONDUCT diagnosis on other suspect systems.

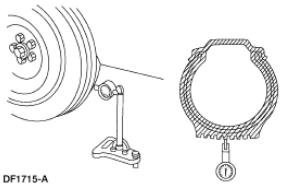
PINPOINT TEST I: REAR SUSPENSION NOISE

Test Step	Result / Action to Take
I1 ROAD TEST THE VEHICLE	
• Test drive the vehicle. • **NOTE:** An assistant will be needed for this road test. • During the road test, drive the vehicle over a rough road. Using ChassisEARs, determine from which area/component the noise is originating. • **Is there a squeak, creak or rattle noise?**	**Yes** GO to I2 . **No** The suspension system is OK. CONDUCT a diagnosis on other suspect systems.
I2 REAR SHOCK ABSORBER/STRUT CHECK	
• ⚠ **WARNING: The electrical power to the air suspension system must be shut off prior to hoisting, jacking or towing an air suspension vehicle. This can be accomplished by turning off the air suspension switch. Failure to do so can result in unexpected inflation or deflation of the air springs, which can result in shifting of the vehicle during these operations.** • Raise and support the vehicle. • Check the rear shock absorber/strut mounts for loose bolts or nuts. • Check the rear shock absorbers/struts for damage. Carry out a shock absorber check. • **Are the rear shock absorbers/struts loose or damaged?**	**Yes** TIGHTEN to specifications if loose. INSTALL new rear shock absorbers/struts if damaged. TEST the system for normal operation. **No** GO to I3 .
I3 CHECK THE REAR SPRINGS	
• Check the rear springs and rear spring mounts/brackets for wear or damage. • **Are the rear springs or spring mounts/brackets worn or damaged?**	**Yes** REPAIR or INSTALL new components as necessary. TEST the system for normal operation. **No** GO to I4 .
I4 CHECK THE CONTROL ARMS/TRAILING ARMS	

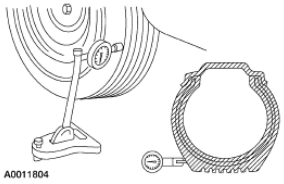
• Inspect the control arm/trailing arm bushings for wear or damage. Check for loose control arm/trailing arm bolts. • Inspect for twisted or bent control arms/trailing arms. • **Are the control arms/trailing arms loose, damaged or worn?**	**Yes** REPAIR or INSTALL new components as necessary. TEST the system for normal operation. **No** GO to I5 .
I5 CHECK THE STABILIZER BAR/TRACK BAR	
• Check the stabilizer bar/track bar bushings and links for damage or wear. • Check the stabilizer bar/track bar for damage. • Check for loose or damaged stabilizer bar isolators or brackets. • **Are the stabilizer bar/track bar components loose, worn or damaged?**	**Yes** REPAIR or INSTALL new components as necessary. Test the system for normal operation. **No** Suspension system OK. CONDUCT diagnosis on other suspect systems.

PINPOINT TEST J: WHEEL AND TIRE

Test Step	Result / Action to Take
J1 ROAD TEST THE VEHICLE	
• **NOTE:** Wheel or tire vibrations felt in the steering wheel are most likely related to the front wheel or tire. Vibration felt through the seat are most likely related to the rear wheel or tire. This may not always be true, but it can help to isolate the problem to the front or rear of the vehicle. • Test drive the vehicle at different speed ranges. • During the road test, if the vibration can be eliminated by placing the vehicle in NEUTRAL or is affected by the speed of the engine, the cause is not the wheels or tires. • **Is there a vibration and noise?**	**Yes** GO to J2 . **No** The wheel and tires are OK. CONDUCT a diagnosis on other suspect systems.
J2 CHECK THE FRONT WHEEL BEARINGS	
• Check the front wheel bearings. Refer to Wheel Bearing Check in this section. • **Are the wheel bearings OK?**	**Yes** GO to J3 . **No** INSPECT the wheel bearings. ADJUST or REPAIR as necessary. TEST the system for normal operation.
J3 INSPECT THE TIRES	
• Check the tires for missing weights. • Check the wheels for damage. • Inspect the tire wear pattern. Refer to the Tire Wear Patterns chart in this section. • **Do the tires have an abnormal wear pattern?**	**Yes** CORRECT the condition that caused the abnormal wear. INSTALL new tire(s). TEST the system for normal operation.

	No GO to J4 .
J4 TIRE ROTATION DIAGNOSIS	
• Spin the tires slowly and watch for signs of lateral runout. DF1713-A • Spin the tires slowly and watch for signs of radial runout. DF1714-A • **Are there signs of visual runout?**	**Yes** GO to J5 . **No** CHECK the wheel and tire balance. CORRECT as necessary. TEST the system for normal operation.
J5 RADIAL RUNOUT CHECK ON THE TIRE	
• Measure the radial runout of the wheel and tire assembly. A typical specification for total radial runout is 1.14 mm (0.04 in).  DF1715-A • **Is the radial runout within specifications?**	**Yes** GO to J8 . **No** GO to J6 .
J6 RADIAL RUNOUT CHECK ON THE WHEEL	
• Measure the radial runout of the wheel. A typical specification for total radial runout is 1.14 mm (0.04 in). • **Is the radial runout within specifications?**	**Yes** INSTALL a new tire. TEST the system for normal operation. **No** GO to J7 .
J7 CHECK THE HUB/BRAKE DISC OR DRUM PILOT RUNOUT OR BOLT CIRCLE RUNOUT	

• Measure the pilot or bolt circle runout. A typical specification for radial runout is:
  • Pilot runout less than 0.15 mm (0.006 inch).
  • Bolt circle runout less than 0.38 mm (0.015 inch).
• **Is the radial runout within specifications?**
	Yes
	INSTALL a new wheel. TEST the system for normal operation.
	
	No
	REPAIR or INSTALL new components as necessary.

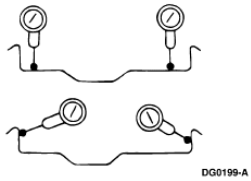
	REFER to Section 204-00 .
J8 LATERAL RUNOUT CHECK ON THE TIRE	
• Measure the lateral runout of the wheel and tire assembly. A typical specification for total lateral runout is 1.14 mm (0.04 in).  A0011804 • **Is the lateral runout within specifications?**	**Yes** Wheel and tires OK. CONDUCT diagnosis on other suspect systems. **No** GO to J9 .
J9 LATERAL RUNOUT CHECK ON THE WHEEL	
• Measure the lateral runout of the wheel. A typical specification for total radial runout is 1.14 mm (0.04 in). • **Is the lateral runout within specifications?**	**Yes** INSTALL a new tire. TEST the system for normal operation. **No** GO to J10 .
J10 CHECK THE FLANGE FACE LATERAL RUNOUT	

• Measure the flange face lateral runout. A typical specification for lateral runout is:
  • Hub/brake disc less than 0.13 mm (0.005 inch).
  • Axle shaft less than 0.25 mm (0.010 inch).
• **Is the lateral runout within specifications?**
	Yes
	INSTALL a new wheel. TEST the system for normal operation.
	
	No
	REPAIR or INSTALL new components as necessary. REFER to Section 204-00 .

PINPOINT TEST K: HIGH SPEED SHAKE OR SHIMMY

Test Step	Result / Action to Take
K1 CHECK FOR FRONT WHEEL BEARING ROUGHNESS	
• Chock the rear wheels. • Raise and support the front end of the vehicle so that the front wheel and tire assemblies can spin. • Spin the front tires by hand. Refer to Wheel Bearing Check in this section. • **Do the wheel bearings feel rough?**	**Yes** INSPECT the wheel bearings. REPAIR as necessary. TEST the system for normal operation. **No** GO to K2 .
K2 CHECK THE END PLAY OF THE FRONT WHEEL BEARINGS	
• Check the end play of the front wheel bearings. Refer to Section 204-00 . • **Is the end play OK?**	**Yes** GO to K3 . **No**

	ADJUST or REPAIR as necessary. TEST the system for normal operation.
K3 MEASURE THE LATERAL RUNOUT AND THE RADIAL RUNOUT OF THE FRONT WHEELS ON THE VEHICLE	
• Measure the lateral runout and the radial runout of the front wheels on the vehicle. Go To Pinpoint Test J . • **Are the measurements within specifications?**	**Yes** GO to K4 . **No** INSTALL new wheels as necessary and BALANCE the assembly. TEST the system for normal operation.
K4 MEASURE THE LATERAL RUNOUT OF THE FRONT TIRES ON THE VEHICLE	
• Measure the lateral runout of the front tires on the vehicle. Go To Pinpoint Test J . • **Is the runout within specifications?**	**Yes** GO to K5 . **No** INSTALL new tires as necessary and BALANCE the assembly. TEST the system for normal operation.
K5 MEASURE THE RADIAL RUNOUT OF THE FRONT TIRES ON THE VEHICLE	
• Measure the radial runout of the front tires on the vehicle. Go To Pinpoint Test J . • **Is the runout within specifications?**	**Yes** BALANCE the front wheel and tire assemblies. If any tire cannot be balanced, INSTALL a new tire. TEST the system for normal operation. **No** GO to K6 .
K6 MATCH MOUNT THE TIRE AND WHEEL ASSEMBLY	
• Mark the high runout location on the tire and also on the wheel. Break the assembly down and rotate the tire 180 degrees (halfway around) on the wheel. Inflate the tire and measure the radial runout. • **Is the runout within specifications?**	**Yes** BALANCE the assembly. TEST the system for normal operation. **No** If the high spot is not within 101.6 mm (4 inches) of the first high spot on the tire, GO to K7 .
K7 MEASURE THE WHEEL FLANGE RUNOUT	
• Dismount the tire and mount the wheel on a wheel balancer. Measure the runout on both wheel flanges. Refer to Section 204-00 .	**Yes** LOCATE and MARK the low spot on the wheel. INSTALL the tire, matching the high spot on the tire with the low spot on the wheel. BALANCE the assembly. TEST the system for normal operation. If the condition persists,GO to K8 . **No** INSTALL a new wheel. CHECK the

 DG0199-A • **Is the runout within specifications?**	runout on the new wheel. If the new wheel is within limits, LOCATE and MARK the low spot. INSTALL the tire, matching the high spot on the tire with the low spot on the wheel. BALANCE the assembly. TEST the system for normal operation. If the condition persists, GO to K8 .
K8 CHECK FOR VIBRATION FROM THE FRONT OF THE VEHICLE	
⚠ **WARNING: If only one drive wheel is allowed to rotate, speed must be limited to 55 km/h (34 mph) using the speedometer reading, since actual wheel speed will be twice that indicated on the speedometer. Exceeding a speed of 55 km/h (34 mph) or allowing the drive wheel to hang unsupported can result in tire disintegration or differential failure, which can cause serious personal injury and extensive vehicle damage.** • Spin the front wheel and tire assemblies with a wheel balancer while the vehicle is raised on a hoist. Feel for vibration in the front fender or while seated in the vehicle. • **Is the vibration present?**	**Yes** SUBSTITUTE known good wheel and tire assemblies as necessary. TEST the system for normal operation. **No** GO to K9 .
K9 CHECK FOR VIBRATION FROM THE REAR OF THE VEHICLE	
⚠ **WARNING: If only one drive wheel is allowed to rotate, speed must be limited to 55 km/h (34 mph) using the speedometer reading, since actual wheel speed will be twice that indicated on the speedometer. Exceeding a speed of 55 km/h (34 mph) or allowing the drive wheel to hang unsupported can result in tire disintegration or differential failure, which can cause serious personal injury and extensive vehicle damage.** • Chock the front wheels. • Raise and support the rear end of the vehicle so that the rear wheel and tire assemblies can spin. • Engage the drivetrain and carefully accelerate the drive wheels while checking for vibration. • **Is the vibration present?**	**Yes** GO to K10 . **No** TEST the system for normal operation.
K10 CHECK THE DRIVETRAIN	
⚠ **WARNING: If only one drive wheel is allowed to rotate, speed must be limited to 55 km/h (34 mph) using the speedometer reading, since actual wheel speed will be twice that indicated on the speedometer. Exceeding a speed of 55 km/h (34 mph) or allowing the drive wheel to hang unsupported can result in tire disintegration or differential failure, which can cause serious personal injury and extensive vehicle damage.**	**Yes** CHECK/TEST the drivetrain and driveline components. TEST the system for normal operation. **No** SUBSTITUTE known good wheel and tire assemblies as necessary. TEST the system for normal operation.

• Remove the rear wheel and tire assemblies. Refer to Section 204-00 . • Secure the brake drums (if so equipped), by installing wheel hub bolt nuts, reversed. • Carefully accelerate the drivetrain while checking for vibration. • **Is the vibration present?**	

Component Tests

Idle Air Control (IAC) Valve

1. Open the hood.

2. **NOTE:** Key symptom is elevated idle speed while noise is occurring.

   NOTE: "Snapping" the throttle can induce the noise.

   Verify the condition by operating the vehicle for a short time.

3. Inspect the IAC valve. If physical evidence of contamination exists, install a new IAC valve.

4. While the noise is occurring, either place an EngineEAR probe near the IAC valve and the inlet tube, or create a 6.35 mm (0.25 in)-12.7 mm (0.50 in) air gap between the inlet tube and the clean air tube. If the IAC valve is making the noise, install a new IAC valve.

5. Test the vehicle for normal operation.

Steering Gear Grunt/Shudder Test

1. Start and run the vehicle to operating temperature.

2. Set engine idle speed to 1200 rpm.

3. ⚠ **CAUTION: Do not hold the steering wheel against the stops for more than three to five seconds at a time. Damage to the power steering pump will occur.**

   Rotate the steering wheel to the RH stop, then turn the steering wheel 90 degrees back from that position. Turn the steering wheel slowly in a 15 degrees to 30 degrees arc.

4. Turn the steering wheel another 90 degrees. Turn the steering wheel slowly in a 15 degrees to 30 degrees arc.

5. Repeat the test with power steering fluid at different temperatures.

6. If a light grunt is heard or a low (50-200 Hz) shudder is present, this is a normal steering system condition.

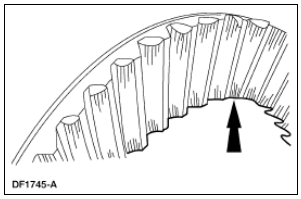
7. If a loud grunt is heard or a strong shudder is felt, fill and purge the power steering system.

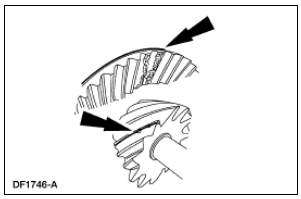
Checking Tooth Contact Pattern and Condition of the Ring and Pinion

There are two basic types of conditions that will produce ring and pinion noise. The first type is a howl or chuckle produced by broken, cracked, chipped, scored or forcibly damaged gear teeth and is usually quite

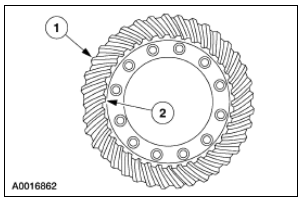
audible over the entire speed range. The second type of ring and pinion noise pertains to the mesh pattern of the gear pattern. This gear noise can be recognized as it produces a cycling pitch or whine. Ring and pinion noise tends to peak in a narrow speed range or ranges, and will tend to remain constant in pitch.

1. Raise and support the vehicle. For additional information, refer to Section 100-00 .
2. Drain the axle lubricant. For additional information, refer to Section 205-00 .
3. Remove the carrier assembly or the axle housing cover depending on the axle type. For additional information, refer to Section 205-00 .
4. Inspect the gear set for scoring or damage.





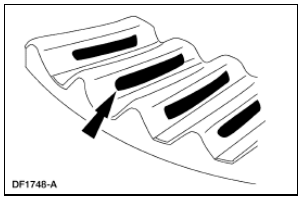
5. In the following steps, the movement of the contact pattern along the length is indicated as toward the" heel" or "toe" of the differential ring gear.



Item	Description
1	Heel
2	Toe

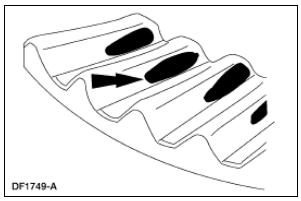
6. Apply a marking compound to a third of the gear teeth on the differential ring gear. Rotate the differential ring gear several complete turns in both directions until a good, clear tooth pattern is obtained. Inspect the contact patterns on the ring gear teeth.
7. A good contact pattern should be centered on the tooth. It can also be slightly toward the toe. There should always be some clearance between the contact pattern and the top of the tooth.

- Tooth contact pattern shown on the drive side of the gear teeth.



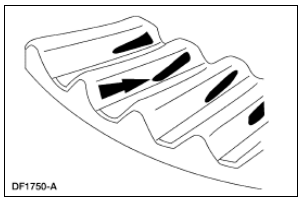
8. A high, thick contact pattern that is worn more toward the toe.

- Tooth contact pattern shown on the drive side of the gear teeth.
- The high contact pattern indicates that the drive pinion is not installed deep enough into the carrier.
- The differential ring gear backlash is correct, a thinner drive pinion shim is needed. A decrease will move the drive pinion toward the differential ring gear.



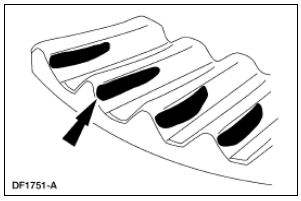
9. A high, thin contact pattern that is worn toward the toe.

- Tooth contact pattern shown on the drive side of the gear teeth.
- The drive pinion depth is correct. Increase the differential ring gear backlash.



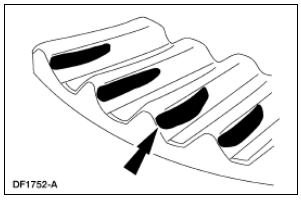
10. A contact pattern that is worn in the center of the differential ring gear tooth toward the heel.

- Tooth contact pattern shown on the drive side of the gear teeth.
- The low contact pattern indicates that the drive pinion is installed too deep into the carrier.
- The differential ring gear backlash is correct. A thicker drive pinion shim is needed.



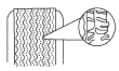
11. A contact pattern that is worn at the top of the differential ring gear tooth toward the heel.

- Tooth contact pattern shown on the drive side of the gear teeth.
- The pinion gear depth is correct. Decrease the differential ring gear backlash.



Tire Wear Patterns and Frequency Calculations

Tire Wear Chart

TIRE WEAR	CONDITION	POSSIBLE CAUSES
	• Rapid wear at both shoulders.	• Tires underinflated. • Worn suspension components. • Excessive cornering speeds. • Lack of rotation.
	• Rapid wear at the center.	• Tires overinflated. • Lack of rotation. • Excessive toe on drive wheels. • Heavy acceleration on drive wheels.
	• Wear at one shoulder.	• Toe adjustment out of specification. • Camber out of specification. • Damaged strut. • Damaged lower control arm.
	• Feather edges.	• Toe adjustment out of specification. • Damaged or worn tie rods. • Damaged spindle or knuckle.
	• Bald spots or cupping.	• Unbalanced wheel. • Excessive radial runout. • Worn strut or shock absorber.
	• Tire scalloped.	• Toe adjustment out of specification. • Camber out of specification. • Worn or damaged suspension components.
	• Wear pattern - FWD vehicles.	• Excessive toe on non-drive wheels. • Lack of rotation.
	• Wear pattern - FWD vehicles. Edge of thread blocks worn.	• Excessive toe on non-drive wheels. • Lack of rotation.

DF1717-A

Wheel and tire NVH concerns are directly related to vehicle speed and are not generally affected by acceleration, coasting or decelerating. Also, out-of-balance wheel and tires can vibrate at more than one speed. A vibration that is affected by the engine rpm, or is eliminated by placing the transmission in NEUTRAL is not related to the tire and wheel. As a general rule, tire and wheel vibrations felt in the steering wheel are related to the front tire and wheel assemblies. Vibrations felt in the seat or floor are related to the rear tire and wheel assemblies. This can initially isolate a concern to the front or rear.

Careful attention must be paid to the tire and wheels. There are several symptoms that can be caused by damaged or worn tire and wheels. Carry out a careful visual inspection of the tires and wheel assemblies. Spin the tires slowly and watch for signs of lateral or radial runout. Refer to the tire wear chart to determine the tire wear conditions and actions.

For a vibration concern, use the vehicle speed to determine tire/wheel frequency and rpm. Calculate tire and wheel rpm and frequency by carrying out and following:

- Measure the diameter of the tire.
- Record the speed at which the vibration occurs.
- Obtain the corresponding tire and wheel rpm and frequency from the Tire Speed and Frequency Chart.
    - ♦ If the vehicle speed is not listed, divide the vehicle speed at which the vibration occurs by 16 km/h (10 mph). Multiply that number by 16 km/h (10 mph) tire rpm listed for that tire diameter in the chart. Then divide that number by 60. For example: a 40 mph vibration with 835 mm (33 in) tires. 40÷10 = 4. Multiply 4 by 105 = 420 rpm. Divide 420 rpm by 60 seconds = 7 Hz at 40 mph.

Tire Speed and Frequency Chart

Tire Diameter	**Tire RPM/Hz**	**Tire RPM/Hz**	**Tire RPM/Hz**	**Tire RPM/Hz**
mm (inch)	@ 16 km/h (10 mph)	@ 80 km/h (50 mph)	@ 97 km/h (60 mph)	@ 113 km/h (70 mph)
483 (19)	182	910/15	1092/18	1274/21
508 (20)	173	865/14	1038/17	1211/20
533 (21)	165	825/14	990/16	1155/19
560 (22)	158	790/13	948/16	1106/18
585 (23)	151	755/13	906/15	1057/18
610 (24)	145	725/12	870/14	1015/17
635 (25)	139	695/12	834/14	973/16
660 (26)	134	670/11	804/13	938/16
685 (27)	129	645/11	774/13	903/15
710 (28)	124	620/10	744/12	868/14
735 (29)	119	595/10	714/12	833/14
760 (30)	115	575/10	690/11	805/13
785 (31)	111	555/9	666/11	777/13
810 (32)	108	540/9	648/11	756/13
835 (33)	105	525/9	630/10	735/12
864 (34)	102	510/8	612/10	714/12

Brake Disc Machining

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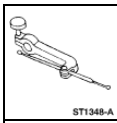
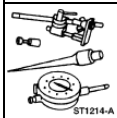
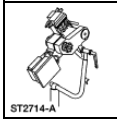
Special Tool(s)

 ST1348-A	Gauge, Clutch Housing 308-021 (T75L-4201-A)
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent
 ST2714-A	Automatic On-Car Brake Lathe 201-00022 or equivalent

Material

Item	Specification
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A
High Temperature Nickel Anti-Seize Lubricant F6AZ-9L494-AA or equivalent	ESE-M12A4-A

⚠ WARNING: The electrical power to the air suspension system must be shut off prior to hoisting, jacking or towing an air suspension vehicle. This can be accomplished by turning off the air suspension switch. Failure to do so can result in unexpected inflation or deflation of the air springs, which can result in shifting of the vehicle during these operations.

⚠ CAUTION: Do not install brake discs that are less than the minimum thickness specified. Do not machine a brake disc below the minimum thickness specification.

1. Check wheel bearing end-play and correct as necessary.

2. **NOTE:** Begin at the front of the vehicle unless the vibration has been isolated to the rear.

   Remove the tire and wheel assembly.

3. Remove the brake caliper and the brake caliper anchor plate. Refer to the appropriate section in Group 206 for the procedure.

4. Inspect the brake linings. Install new brake linings if below specification. For additional information, refer to the appropriate brake section.

5. Measure and record the brake disc thickness. Install a new brake disc if the thickness after machining will be at or below specification. The specification is molded into the brake disc.
   - Do not machine a new brake disc.

6. For vehicles with a two-piece hub and brake disc assembly:
   - Match-mark before disassembly.

- Remove the brake disc.
- Clean the hub and brake disc mounting surfaces with metal surface cleaner.
- Using a die grinder with a mild abrasive (Scotch Brite® type), remove any rust or corrosion from the hub and brake disc mounting surfaces.
- Align the match-marks and reinstall the brake disc on the hub.

7. ⚠ **CAUTION: Do not use a bench lathe to machine brake discs.**

   NOTE: The depth of cut must be between 0.10 and 0.20 mm (0.004 and 0.008 inch). Lighter cuts will cause heat and wear. Heavier cuts will cause poor brake disc surface finish.

   Using an on-car brake lathe, machine the brake discs. Follow the manufacturer's instructions. After machining, make sure the brake disc still meets the thickness specification.

8. Using the special tools, verify that the brake disc lateral runout is now within specification. For additional information, refer to Section 206-00 .

9. Remove the special tool hub adapter.

10. Remove any remaining metal chips from the machining operation.

11. For vehicles with a two-piece hub and brake disc assembly:
    - Remove the brake disc from the hub.
    - Remove any remaining metal chips from hub and brake disc mounting surfaces and from the ABS sensor.
    - Apply a liberal amount of lubricant to the hub flange, pilot area and to the brake disc-to-hub mounting surface.
    - Using the match marks, mount the brake disc on the hub.

12. Install the brake caliper anchor plate and the brake caliper.

13. Install the tire and wheel assembly.

14. Test the system for normal operation.

Powertrain/Drivetrain Mount Neutralizing

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⚠ WARNING: The electrical power to the air suspension system must be shut off prior to hoisting, jacking or towing an air suspension vehicle. This can be accomplished by turning off the air suspension switch. Failure to do so can result in unexpected inflation or deflation of the air springs, which can result in shifting of the vehicle during these operations.

1. Raise and support the vehicle.
2. Loosen, but do not remove, the powertrain/drivetrain mount fasteners.
3. Lower the vehicle.
4. **⚠ CAUTION: Do not twist or strain the powertrain/drivetrain mounts.**

   Move the vehicle in forward and reverse 0.6-1.2 meters (2-4 ft).
5. Raise and support the vehicle.
6. Tighten the powertrain/drivetrain mount fasteners.
7. Lower the vehicle.
8. Test the system for normal operation.

Exhaust System Neutralizing

Printable View (10 KB)

⚠ WARNING: Exhaust gases contain carbon monoxide, which is harmful to health and potentially lethal. Repair exhaust system leaks immediately. Never operate the engine in an enclosed area.

⚠ WARNING: Exhaust system components are hot.

NOTE: Neutralize the exhaust system to relieve strain on mounts which can be sufficiently bound up to transmit vibration as if grounded.

1. **⚠ WARNING: The electrical power to the air suspension system must be shut off prior to hoisting, jacking or towing an air suspension vehicle. This can be accomplished by turning off the air suspension switch. Failure to do so can result in unexpected inflation or deflation of the air springs, which can result in shifting of the vehicle during these operations.**

   ⚠ CAUTION: Make sure the system is warmed up to normal operating temperature, as thermal expansion can be the cause of a strain problem.

   Raise and support the vehicle.

2. Loosen all exhaust hanger attachments and reposition the hangers until they hang free and straight.

3. Loosen all exhaust flange joints.

4. Place a stand to support the muffler parallel to the vehicle frame with the muffler pipe bracket free of stress.

5. Tighten the muffler connection.

6. Tighten all the exhaust hanger clamps and flanges (tighten the exhaust manifold flange joint last).
   - Verify there is adequate clearance to prevent grounding at any point in the system. Make sure that the catalytic converter and heat shield do not contact the frame rails.
   - After neutralization, the rubber in the exhaust hangers should show some flexibility when movement is applied to the exhaust system.
   - With the exhaust system installed securely and cooled, the rear hanger should be angled forward.

7. Lower the vehicle.

8. Test the exhaust system for normal operation.

Wheel Bearing Check

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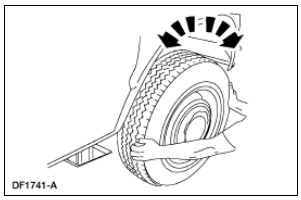
1. **WARNING: The electrical power to the air suspension system must be shut off prior to hoisting, jacking or towing an air suspension vehicle. This can be accomplished by turning off the air suspension switch. Failure to do so can result in unexpected inflation or deflation of the air springs, which can result in shifting of the vehicle during these operations.**

   Raise the vehicle until the front tires are off the floor.

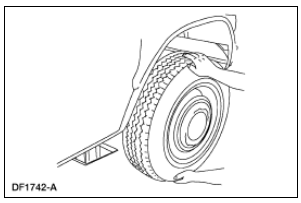
   - Make sure the wheels are in a straight forward position.

2. **NOTE:** Make sure the wheel rotates freely and that the brake pads are retraced sufficiently to allow free movement of the tire and wheel assembly.

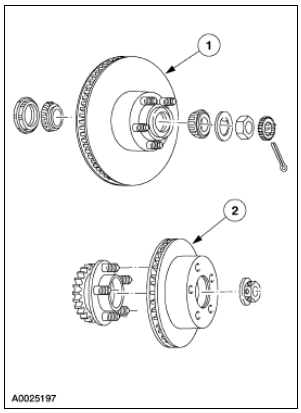
   Spin the tire by hand to check the wheel bearings for roughness.



3. Grip each front tire at the top and bottom and move the wheel inward and outward while lifting the weight of the tire off the front wheel bearing.



4. If the tire and wheel (hub) is loose on the spindle, does not rotate freely, or has a rough feeling when spun, carry out one of the following:
   1. On vehicles with inner and outer bearings, inspect the bearings and cups for wear or damage. Adjust or install new bearings and cups as necessary.
   2. On vehicles with one sealed bearing, install a new wheel hub.



Body System Exterior Component Location Index

Printable View (261 KB)

Body Systems Front View

Body Systems Rear View

Printable View (14 KB)

General Specifications

Item	Specification
Adhesives	
Urethane Glass Prep Essex U-401	WSB-M2G314-B
Urethane Metal Primer Essex U-413	WSB-M2G234-C
Urethane Adhesive Essex 400HV	WSB-M2G316-B
Urethane Adhesive Essex U-216	WSB-M2G316-B
Urethane Glass Primer Essex U-402	WSB-M5B280-C
Rear View Mirror Adhesive D9AZ-19554-CA	WSS-M2G409-A
Lubricants	
Multi-Purpose Grease Spray XL-5	ESB-M1C93-B
Premium Long Life Grease XG-1-C or XG-1-K	ESA-M1C75-B
Silicone Lubricant (Spray) F5AZ-19533-AA	ESR-M13P4-A
Sealers	
Silicone Gasket and Sealant F7AZ-19554-EA	WSE-M4G323-A4
Threadlock and Sealer (Blue) EOAZ-19554-AA	WSK-M2G351-A5
Liquid Butyl Sealer F8AZ-19554-CA	ESB-M4G162-A
Body Closures	
Door clearance front and rear	3.0-7.0 mm (.118-.275 in.) parallel top to bottom within 1.0 mm (0.04 in)
Top of door to roof clearance	2.5-7.5 mm (.098-.295 in.) parallel front to back
Glass Frames and Mechanisms	
Dark Walnut Metallic Acrylic Lacquer Touch Up Paint ALBZ-19500-5858A or equivalent	ESR-M2-P100-C
Rear Window Defroster Repair D8AZ-19562-AA or equivalent	WSB-M4J58-B
Wiper and Washers	
LH wiper blade adjustment tolerance	10 mm (.39 in)
RH wiper blade adjustment tolerance	12 mm (.47 in)

Torque Specifications

Description	Nm	lb-ft	lb-in
Degas bottle bolts	10		89
Door check arm nuts	12	9	
Door check arm screws	12	9	
Exhaust hanger bracket bolt	30	22	
Exterior mirror nuts	5		44

Front bumper bolts (6mm)	10		89
Front bumper bolts (8mm)	25	18	
Front bumper cover bracket bolts	7		62
Front door window glass regulator assembly bolts	5		44
Door inner module assembly bolts	12	9	
Fender bolts	9		80
Door regulator clamp bolts	12	9	
Front door inner support bracket nuts	12	9	
Front door inner support bracket bolt	12	9	
Hinge to door bolts	30	22	
Hinge to luggage compartment lid bolts	12	9	
Hood assist strut ball stud	16	12	
Exterior mirror motor screws	2		18
Mounting arm and pivot shaft assembly bolts	12	9	
Radiator grille opening panel bolts	11	8	
Rear bumper bolts	23	17	
Rear bumper cover bolts	7		62
Rear bumper cover nuts	7		62
Rear door window glass regulator nuts	10	7	
Pivot arm nuts	25	18	
Strut tower support brace bolts	20	15	
Windshield washer reservoir bolt	6		53
Mounting arm and pivot shaft bolts	12	9	
Wiper motor crank bolt	12	9	
Wiper motor bolt	15	11	
Fender splash shield screws	4		34

Body System Exterior Printable View (29 KB)

Body and Sheet Metal

The uni-body structure is a monocoque, lightweight, all-steel material with removable hood, front fenders, doors and luggage compartment lid.

Insulation

Insulation is comprised of urethane, poly-vinyl chloride (PVC), and recycled felt. Insulation is installed under the roof panel, over the front and rear floor areas, above and below the instrument panel, in the B-pillar and C-pillar sections and on the cowl sides.

Body Sealer Types And Applications

Liquid Butyl Sealer

Liquid butyl sealer does not run, is fast drying, remains semi-elastic and is used for seam sealing on the floor pan, wheelhouse, door openings and drip rails.

Caulking Cord

Caulking cord is a heavy-bodied, plastic base with a filler (commonly known as perma-gum) and is used on spot welds and between the surfaces not sealed with a gasket.

Weatherstrip Adhesive

Weatherstrip adhesive is a quick-drying, strong adhesive designed to hold weatherstripping onto all body panels and surrounding metal.

Silicone Lubricant

Silicone lubricant is used to keep the weatherstripping pliable and soft. It should be applied to the weatherstrip at every lubrication period, which will make the door easier to close and it will also retard weatherstrip squeaks and wear. It also helps to retain door window alignment by reducing friction between the glass frame and the rubber weatherstrip. Silicone lubricant should not be used prior to painting.

Rear View Mirrors

The exterior mirrors are electrically controlled by the exterior mirror control switch for both vertical and horizontal movement. The exterior mirror control switch is hardwired to the driver door module (DDM). When the LH exterior mirror is selected, adjustment is carried out by moving the control to the desired position. The DDM receives the adjustment command from the exterior mirror control switch and supplies power and ground to the appropriate exterior mirror motor to adjust the exterior mirror. The exterior mirror is controlled by the front electronic module (FEM). When the DDM receives an adjustment command for the RH exterior mirror from the exterior mirror control switch, the DDM interprets the command and sends the adjustment command over the standard corporate protocol (SCP) communication network to the FEM. The FEM interprets the command and supplies power and ground to the appropriate RH exterior mirror motor to adjust the RH exterior mirror.

Memory

The memory mirror function recalls the preferred positioning of the exterior mirrors. Memory is activated by the door-mounted switches, the remote entry transmitter or the keyless entry keypad. The DDM and FEM constantly track the exterior mirror position, using the potentiometers in the exterior mirror assembly. The positions remain in memory as long as the module retains power. When a memory position is recalled by the operator, the DDM and the FEM power the exterior mirror motors simultaneously and monitor the potentiometer circuits. When the stored memory position is reached, the DDM and FEM will remove power from the motors. If the exterior mirror control switch is operated during a memory recall, the modules will stop the recall and respond to the exterior mirror control switch command.

Heated Exterior Mirrors

The heated mirror function provides electric heating to both the LH and RH exterior mirrors which raises the temperature of the glass to clear frost and condensation. The heated exterior mirrors are activated when the heated rear window is in operation which automatically shuts off after ten minutes. The heated mirror power is supplied by the heated rear window relay through a separate battery junction box (BJB) fuse that isolates the heated mirrors from the heated rear window in the event of a concern with one of the systems.

Auto-Dimming Interior Rear View Mirror

This feature reduces glare caused by headlamps reflecting in the mirror. There are two integral sensors to control the dimming function. This feature is switched off by pressing the MODE switch to the OFF position. The auto-dimming interior mirror defaults to the normal setting when the transmission is placed in REVERSE. The rear electronic module (REM) receives a reverse input from the PCM over the standard corporate protocol (SCP) communication link then supplies a power signal to the interior mirror, causing the mirror to cancel any dimming function. When the transmission is moved out of REVERSE, the auto-dimming interior mirror returns to normal operation and resumes any interrupted dimming function.

If the REM does not receive the reverse input from the PCM, a communication DTC will be logged. As a default, the REM will supply power to the dimming circuit to prevent the automatic dimming function from operating until the communication is restored.

The transmission reverse information has a time delay before the message is sent by the PCM to the REM. This delay allows for the transmission selector to be moved through REVERSE without canceling the dimming operation.

This feature is configurable. Make certain this function is enabled before diagnosis.

Switched System Power (SSP)

The SSP is invoked by both the FEM and REM. This function removes power from relays that provide power to the exterior lamps, interior lamps and power door locks. This is only accomplished when both the FEM and REM are in sleep mode. The sleep function of the FEM and REM places the modules in sleep mode when the ignition switch is in the OFF position, and no wake up (input) signals occur for 30 minutes. The module will not sleep if the parking lamps or the hazard lamps are active. The following relays are controlled by the SSP function: SSP1, SSP2, SSP3 and SSP4. When either the FEM or REM are not in sleep mode, all SSP relays will be energized. Each relay, when energized, will supply power to multiple features/functions. For additional information, refer to the switched system powwer (SSP) Relay Index for diagnosis and testing of SSP-related issues.

Glass, Frames And Mechanisms

The glass, frames and mechanisms include the front door window motor(s), rear door window motor(s), window control switches, rear window glass, front door(s) window glass, rear door(s) window glass, rear quarter window(s) glass, front door window regulator(s), rear door window regulator(s) and the windshield glass.

One-Touch Down/Up Window

The one-touch down feature can be activated by pressing either front window control switch to the second down position. This allows either front door window glass to move downward until it is fully lowered. Momentarily pressing the front window control switch while the window is moving downward will stop the front door window glass and restore proportional down operation. The one-touch up feature can be activated and operated in the same manner.

Door Window Glass

The bottom of the door window glass is mounted on a slider bracket which is part of the door window regulator. Door window glass bracket spacers provide attachment points for the door window glass and prevent direct contact between the slider bracket and the door window glass.

Window Control Switch

The driver window control switch can be used to power any or all of the windows. A single window control switch is located on all passenger door armrests to activate that individual window only. The driver window control switch sends a voltage signal directly to the smart motors for operation of the front window motors in the commanded direction. The driver window control switch sends a voltage signal to the DDM. When rear window motor operation is desired, the DDM sends a message over the SCP network to the REM. The REM operates the rear window motors in the commanded direction.

Motor, Window

NOTE: The front window motors require initialization. Refer to Door Window Motor Initialization in this section.

New front and rear window motors are installed separately. The front window motors are "smart" window motors, meaning they have the one-touch up/down features. The rear window motors have no one-touch up or down operation, only proportional up/down operation.

Front Electronic Module (FEM) and Rear Electronic Module (REM)

The FEM receives inputs and delivers outputs to a majority of the electronically controlled features which reside primarily in the front of the vehicle, including the RH power window. The REM receives inputs and delivers outputs to a majority of the electronically controlled features which reside primarily in the rear of the vehicle, including the rear power windows. The FEM and REM are configurable modules and must be correctly configured to the vehicle. The modules may also be configured to allow additional features or functions to be added to the vehicle. The FEM and REM do not have any optional window control configurations.

Driver Door Module (DDM)

The DDM receives inputs from the remote keyless entry transmitter and hardwired components such as the LH front window control switch and delivers outputs in the form of SCP network messages and hardwired component control, including control of the LF and RF power window and roof opening panel (if equipped) during the global open/close feature. The DDM is a configurable module and must be correctly configured to

the vehicle. The DDM may also be configured to allow additional features or functions to be added to the vehicle. The only DDM window feature that can be optionally configured is the window global open and close feature.

Global Open/Close

The global open/close feature is controlled by the DDM. The global open feature involves the DDM either receiving a signal from the key lock cylinder being actuated to the UNLOCK position twice or the DDM receives a signal from a remote entry transmitter (when the customer presses the UNLOCK button twice on the transmitter to activate the feature) and sends a voltage signal to the LH front and RH front smart window motors and the smart roof opening panel motor (if equipped). The smart window motors and smart roof opening panel motor will carry out a global open (one-touch open). Pressing any button on the remote transmitter, or actuating the door lock cylinder to the UNLOCK or LOCK position will interrupt the global open function. The global close feature can only be accomplished with the key in the door lock cylinder. The key must actuate the door lock cylinder to the LOCK position twice, at which time the DDM will receive the door lock cylinder signal and send a global close signal to the smart window motor and the smart roof opening panel motors. The smart motors will then carry out a global close (one-touch close) function. The global close function can be interrupted in the same manner as the global open function.

Module Inputs and Outputs

This system is unique in that many of the inputs that the FEM, REM and DDM receive are over the SCP communication network. These input messages come from other modules connected to the network. The FEM, REM and DDM interpret the inputs then command the correct output that was requested. The modules also receive inputs which come from components directly hardwired to the modules, such as the window control switches.

One type of output the modules provide is over the SCP communication network in the form of messages. These types of outputs are usually generated from a module monitoring a hardwired input and sending a status message to another module. These outputs are commonly required by other modules to carry out their functions. The second type of output is the control of a component directly hardwired to the module.

Passenger Window Power Supply

The REM controls the power supply to all three passenger window control switches. To protect the REM from a potential failure, the REM removes power from the common passenger window power supply when a short to ground is sensed in any passenger window control switch, associated circuitry or the power output circuit of the REM. Power is be restored to the power output circuit upon a cycling of the ignition switch. If the REM output circuit is shorted to ground, the REM immediately removes power from the common power supply circuit. If any passenger window control switches or their associated circuits are shorted to ground, the power will remain on the REM output circuit until the switch or circuit containing the short to ground is activated.

Passenger Window Lock-Out

The LH front window control switch incorporates a passenger window lock-out switch. Activating the passenger window lock-out switch sends a separate voltage signal to the DDM. The DDM then outputs a message to the REM. The REM removes power to the passenger window control switches. Passenger window operation is allowed from only the LH front window control switch, or until the passenger window lock-out switch is turned off.

Passenger Front Power Window

The passenger front power window is controlled by input signals from the LH front window control switch or the RH front window control switch. The REM powers the RH front window control switch, which sends a

voltage signal (when activated by the passenger) to the RH front window smart motor. The window motor raises or lowers (proportionally or one-touch, depending on the command) the window according to the command signal from the RH front window control switch. The DDM powers the LH front window control switch so it may send a voltage signal (when activated by the driver) to the RH front window smart motor.

LH Rear and RH Rear Power Windows

The LH rear and RH rear power windows are controlled by the REM. Operating commands for the rear power windows are received from the LH front window control switch over the SCP network from the DDM, or directly from the LH rear or RH rear window control switches, which are hardwired to the REM.

Activating the LH rear or RH rear switch on the LH front window control switch causes the DDM to send a message to the REM over the SCP network. The REM will then control power and ground to the appropriate window motor to raise or lower the window.

Activating either the LH front or RH rear window control switch sends a voltage signal to the REM. The REM controls power and ground to the appropriate window motor to raise or lower the window. A voltage signal will only be received if the window lockout is OFF and the REM is supplying voltage to the rear window control switch power circuit. The rear window motors are not smart motors and have only proportional mode operation with no one-touch operation.

Heated Rear Window

The heated rear window is controlled by the REM, PCM and the dual auto temp control (DATC) module. The heated rear window switch is incorporated into the DATC module. When the switch is pressed ON, the DATC module sends a message over the SCP network to the REM. The REM checks other messages for vehicle rpm from the PCM. If the rpm message is received, the REM grounds the heated rear window relay coil control circuit (which is hardwired to the REM). The ground signal closes the heated rear window relay which applies power to the heated rear window grid. Fault management of the heated rear window feature prevents the heated rear window from operating when an rpm or ignition switch invalid/missing data message is received. The heated rear window eliminates condensation on the rear window.

Diagnosis

The FEM, REM and DDM constantly monitor their systems and generate diagnostic trouble codes (DTC) if there is a concern. DTCs can be retrieved with the diagnostic tool or an equivalent tester through the SCP communication network.

This vehicle design makes it unique in that electronic functions are divided into zones. The DDM controls features near the driver front door. The FEM controls features in the front portion of the vehicle and the REM controls the features in the rear portion. These systems use the SCP communication network in order to transmit and receive messages. It is vital when diagnosing the vehicle electronic systems to understand where the input (command) originates, all input information messages necessary in order for a feature to operate correctly, which module(s) receive(s) the input (or command message), if the module which received the input (message) controls the output of the feature or does it output a message over the communication network to another module, and which module controls the output of the feature.

Delayed Accessory

The delayed accessory feature allows the power windows, radio and roof opening panel (if equipped) to function for up to ten minutes after the ignition is turned OFF or until any door is opened. The delayed accessory function is controlled by the DDM. When the ignition switch is turned from ON to OFF, the DDM

begins the timing sequence. If a door is opened, the FEM or the REM (the FEM monitors the front door ajar switches and the REM monitors the rear door ajar switches) sends a signal to the DDM over the SCP network, and the DDM turns off the accessory delay function. If the ignition switch is turned to another position, the DDM will also cancel the delayed accessory function.

Heated Wiper Park

The heated wiper park grid (located within the lower painted area of the windshield) receives power from the heated wiper park relay located in the underhood auxiliary junction box (AJB). The heated wiper park relay coil is connected to a fused circuit from the underhood AJB. The heated wiper park relay is controlled by a switched ground from the dual automatic temperature control (DATC) module controlled heated wiper park ON/OFF switch. The heated wiper park grid is automatically activated by the DATC module when ambient air temperature drops below 3° C (38° F), and can be manually activated by pressing the heated wiper park ON/OFF switch. The system can be manually switched, and will shut off automatically when ambient air temperature rises above 3° C (38° F), or if the vehicle voltage is low.

Windshield Wipers

The windshield wiper motor receives inputs from the following: multifunction switch, ignition switch, battery junction box (BJB) and central junction box (CJB). The wiper and washer systems are controlled by the FEM. The wiper/washer portion of the multifunction switch is hardwired to the FEM. When the switch is moved to the desired position, the FEM processes this information and outputs the appropriate command(s) to one of the three relays. The relays control the wiper high and low motor speeds and washer pump actuation. Intermittent wiper speed control can vary depending on vehicle speed. When the wiper switch is in any of the intermittent positions, the FEM processes the information from the PCM and anti-lock brake control module and decreases the wiper delay time as vehicle speed increases.

The following components are integrated into the windshield wiper motor: the windshield wiper motor module, high/low speed relay, run/park sensor (Hall-effect) and the washer pump relay.

High Speed Windshield Wipers

High speed is activated when the multifunction switch supplies ground to the windshield wiper motor module inputs. The windshield wiper motor module then supplies ground to the run/park sensor and high/low relay coil, activating the relay with voltage supplied from the ignition switch (ON/ACC) through the CJB. When the windshield wiper motor module receives voltage from the run/park sensor, it removes ground from the run/park sensor, deactivating it. The windshield wiper motor continues to operate from voltage connected through the run/park sensor until the Hall-effect senses the magnet in the motor. When the Hall effect senses the magnet in the motor, the windshield wiper motor returns to the park position, the internal run/park sensor grounds the windshield wiper motor module input and the windshield wiper motor module removes ground from the windshield wiper high/low relay coil, deactivating the high/low relay and windshield wiper motor. The windshield wiper motor module continues to cycle the windshield wipers until the inputs from the multifunction switch are changed from the high speed position.

Low Speed Windshield Wipers

Low speed is activated when the multifunction switch supplies a specific ground to the speed inputs of the windshield wiper motor module. The windshield wiper motor module then supplies ground to only the windshield wiper run/park relay coil, activating it. When the windshield wiper run/park relay is activated, the deactivated windshield high/low relay connects voltage to the windshield wiper motor low input activating the wiper motor. The windshield wiper motor module continues to operate the windshield wiper motor in the same manner as in high speed, but in low speed with the wiper motor connected to the low speed input.

Intermittent Speed Windshield Wipers

The intermittent wiper speed is activated with grounds controlled by the multifunction switch inputs to the windshield wiper motor module. The windshield wiper motor module then activates the windshield wiper run/park relay coil and switches voltage through the windshield wiper high/low relay. The high/low relay remains deactivated, supplying the voltage to the wiper motor low speed input and activates the windshield wiper motor. When the windshield wiper motor module receives the grounded input, the motor continues to operate until Hall-effect sensor senses the wiper motor magnet, which turns off the run/park sensor output to the windshield wiper run/park software, deactivating the relay and disconnecting voltage to the wiper motor. The windshield wipers remain parked until the windshield wiper motor module completes a time-out and then repeats the intermittent windshield wiper cycle.

Default Mode

The windshield wiper motor defaults to this mode when the run/park sensor does not sense the Hall-effect magnet inside the wiper motor. This can be caused by an obstruction of the windshield wipers or a binding linkage. The windshield wiper motor continues to operate in a high/low speed condition for a period of 60 seconds.

Rain Sensor Wiper Function Rain Sensor Module

The rain sensor module is located (if equipped) on the inside of the windshield below the interior rear view mirror. When the ignition switch is turned to the ON position, the rain sensor module starts monitoring both the DELAY/WASH and the wiper mode circuits. When the multifunction switch is placed into the INT and AUTO positions, the rain sensor takes control of the mode circuit. In dry conditions the rain sensor module keeps the mode circuit at the correct voltage for the OFF position. In the presence of moisture the rain sensor module directs the mode circuit into individual low pulse, or continuous LOW or HIGH operation, based on the amount of moisture.

Washer System

The windshield washer is activated by the internal wiper motor module when it receives a ground from the multifunction switch between the washer input. Dependent on the correct ground, the internal wiper motor module activates the windshield washer relay (internal) by grounding the respective relay coil. When the relay is activated, it connects voltage to the washer pump while the washer level switch provides ground to the washer pump.

Low Washer Fluid Level Lamp/Indicator

The low washer fluid lamp/indicator feature is controlled by the FEM and the instrument cluster. The low washer fluid switch is hardwired to the FEM. If the fluid level is low, the FEM sends a message through the SCP communication network to the instrument cluster. The instrument cluster then processes the message and outputs an audible and visual warning. If equipped with a message center, a warning message will be displayed. For additional information, refer to Section 413-00 .

Heated Wiper Park

The heated wiper park feature is controlled by the dual automatic temperature control (DATC) module.

Body System Printable View (14 KB)

Material

Item	Specification
Silicone Gasket and Sealant F7AZ-19554-EA	WSE-M4G323-A4

Inspection and Verification

Leaks

NOTE: Damaged, wet or dusty trim panels will reveal the location of most leaks.

1. Remove any trim or carpet in the general area of the leak.
2. Road test or water test the vehicle.
3. Inspect for a dust pattern around the area in question. Inspect for water paths near and above the area in question.
4. Some leaks can be located by placing a bright light under the vehicle, removing any necessary trim or carpet, and inspecting the interior of the body at joints and weld lines.

Noise

Wind noise, rattles and their sources are detected by driving the vehicle at highway speeds. The vehicle should be driven in four different directions with all of the windows closed, the audio unit off, the blower motor off, and all of the ventilation ducts open.

Most wind noise leaks will occur at the door and window seals or at the sheet metal joints in the door or the door opening.

Symptom Chart

Symptom Chart

Rear View Mirrors Printable View (405 KB)

Refer to Wiring Diagrams Cell 124 for schematic and connector information.

Refer to Wiring Diagrams Cell 125 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Exterior mirror(s) • Interior auto-dimming rear view mirror	• Battery junction box (BJB) fuses: ♦ 6 (5A) ♦ 9 (5A) ♦ 22 (20A) ♦ 23 (30A) ♦ 24 (30A) ♦ 25 (40A) ♦ 27 (30A) ♦ 32 (30A) • Central junction box (CJB) fuses: ♦ 7 (5A) ♦ 16 (5A) ♦ 22 (10A) ♦ 35 (5A) • Switched system power (SSP) relays 1 and 2 • Exterior mirror control switch

	• Exterior mirror motor • Exterior mirror glass • Interior auto-dimming mirror • Circuitry

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector (DLC) located beneath the instrument panel. Select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP- or ISO circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for FEM, refer to Section 418-00 .
   - No response/not equipped for REM, refer to Section 418-00 .
   - No response/not equipped for DDM, refer to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the FEM, REM and the DDM.

7. If the DTCs retrieved are related to the concern, go to the Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index, Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index or Driver Door Module (DDM) Diagnostic Trouble Code (DTC) Index.

8. If the DTCs retrieved are not found in the following Front Electronic Module (FEM), Rear Electronic Module (REM) or Driver Door Module (DDM) Diagnostic Trouble Code (DTC) Indexes, refer to the master Front Electronic Module (FEM), Rear Electronic Module (REM) or Driver Door Module (DDM) Diagnostic Trouble Code (DTC) Indexes in Section 418-00 .

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	FEM	REFER to Section 418-00 .
B1676	Battery Pack Voltage Out of Range	FEM	REFER to Section 414-00 .
B2312	Mirror Passenger Horizontal Feedback Potentiometer Circuit Failure	FEM	Go To Pinpoint Test E .
B2316	Mirror Passenger Vertical Feedback Potentiometer Circuit Failure	FEM	Go To Pinpoint Test E .

B2477	Module Configuration Failure	FEM	REFER to Section 418-00 .

Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	REM	REFER to Section 418-00 .
B1676	Battery Pack Voltage Out of Range	REM	REFER to Section 414-00 .
B2477	Module Configuration Failure	REM	REFER to Section 418-00 .

Driver Door Module (DDM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	DDM	REFER to Section 418-00 .
B1530	Memory Set Switch Circuit Short to Ground	DDM	Go To Pinpoint Test D .
B1534	Memory 1 Switch Circuit Short to Ground	DDM	Go To Pinpoint Test D .
B1538	Memory 2 Switch Circuit Short to Ground	DDM	Go To Pinpoint Test D .
B1676	Battery Pack Voltage Out of Range	DDM	REFER to Section 414-00 .
B2320	Mirror Driver Horizontal Feedback Potentiometer Circuit Failure	DDM	Go To Pinpoint Test E .
B2324	Mirror Driver Vertical Feedback Potentiometer Circuit Failure	DDM	Go To Pinpoint Test E .
B2336	Mirror Switch Assembly Circuit Failure	DDM	Go To Pinpoint Test A .
B2477	Module Configuration Failure	DDM	REFER to Section 418-00 .

NOTE: When diagnosing an SSP relay, check that all systems for that relay are inoperative. REFER to Section 417-01 .

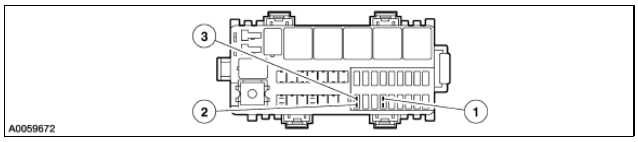
Relay	Fuse	Controlled System(s)
SSP1	BJB Fuse 27 (30A)	• Driver power door lock (FEM) • LH high beam headlamps (FEM) • RH front park/turn/side marker lamps (FEM) • RH low beam headlamp • Driver exterior mirror • LH front park/turn/side marker lamps (FEM)
SSP2	BJB Fuse 32 (30A)	• LH low beam headlamp (FEM) • RH high beam headlamp (FEM) • Passenger exterior mirror (FEM) • Switch illumination backlighting

SSP3	BJB Fuse 24 (30A)	• High mounted stoplamp (REM) • RH rear park/stoplamps (REM) • Reversing lamps (REM) • LH rear turn signals (REM) • Interior courtesy and demand lighting (FEM)
SSP4	BJB Fuse 23 (30A)	• LH rear park/stoplamps (REM) • RH rear turn signals (REM) • All passenger door locks (REM) • License lamps • Luggage compartment release solenoid/switch • Fuel door release solenoid/switch • Luggage compartment lamp

Symptom Chart

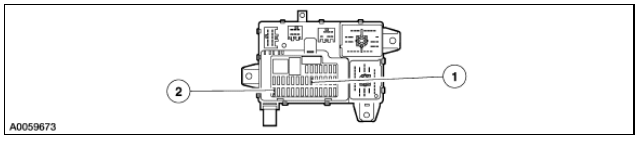
Symptom Chart
Connector Circuit Reference

Battery Junction Box (BJB) Fuses 6, 9



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1, Input Cavity, BJB fuse 6	B+ input to BJB fuse 6	10 volts or greater, key ON.
2, Output Cavity, BJB fuse 9	29S-HB1 (OG/YE) VPWR to exterior mirrors heater grids	10 volts or greater, key ON.
3, Input Cavity, BJB fuse 9	15S-DC1 (GN/YE) VPWR input to BJB fuse 9	10 volts or greater, key ON.

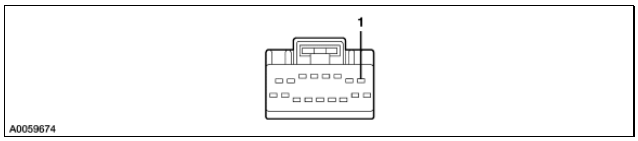
Central Junction Box (CJB) Fuses 16, 22



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
		10 volts or greater, key ON.

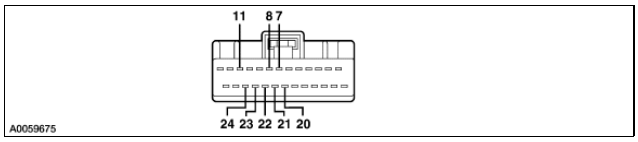
1, Input cavity, CJB fuse 16	20-DD7 (PK/YE) VPWR from ignition switch with key ON	
2, Input cavity, CJB fuse 22	30-DD3 (RD/OG) VPWR from SSP1 relay	10 volts or greater, key ON.

Front Electronic Module (FEM) C201a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-DK21 (OG/WH) VPWR (vehicle power) from SSP2 relay	10 volts or greater between the FEM and chassis ground (key ON), less than 5 ohms between the FEM and the battery junction box (BJB), and greater than 10,000 ohms between the FEM and chassis ground (key OFF).

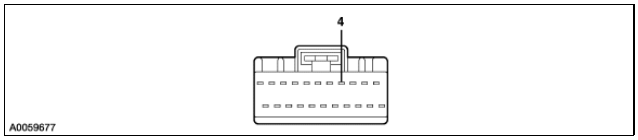
Front Electronic Module (FEM) C201e



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	8-AD19 (WH/RD) Left/right signal position for passenger exterior mirror	5 ohms or less between the FEM and the passenger exterior mirror connectors (both disconnected), 10,000 ohms or greater between circuit 8-AD19 (WH/RD) and ground.
8	7-AD19 (YE/RD) VREF to passenger exterior mirror position sensors	5 ohms or less between the FEM and the passenger exterior mirror connectors (both disconnected), 10,000 ohms or greater between circuit 7-AD19 (YE/RD) and ground.
11	10-AD19 (GY/RD) Up/down signal position for passenger exterior mirror	5 ohms or less between the FEM and the passenger exterior mirror connectors (both disconnected), 10,000 ohms or greater between circuit 10-AD19 (GY/RD) and ground.
20	34-AD11 (BU/OG) Power or ground to passenger exterior mirror up/down motor	10 volts or greater with motor in one direction and 0 volts with motor in opposite direction, 5 ohms or less between the FEM and the passenger exterior mirror, 10,000 ohms or greater between circuit 34-AD11 (BU/OG) and ground.
21	35-AD11 (VT/WH) Ground or power to passenger exterior mirror up/down motor	0 volts with motor in one direction and 10 volts or greater with motor in opposite direction, 5 ohms or less between the FEM and the passenger exterior mirror, 10,000 ohms or greater between circuit 35-AD11 (VT/WH) and ground.
22	9-AD19 (BN/RD) Signal return for passenger exterior mirror position sensors	5 ohms or less between connectors (both disconnected), 10,000 ohms or greater between circuit 9-AD19 (BN/RD) and ground.

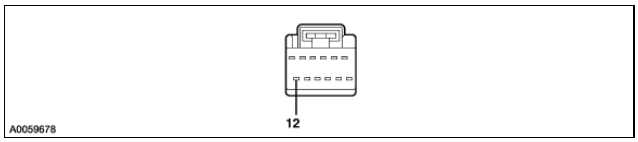
23	32-AD10 (WH/BK) Power or ground for passenger exterior mirror left/right motor	10 volts or greater with motor in one direction and 0 volts with motor in opposite direction, 5 ohms or less between the FEM and the passenger exterior mirror, 10,000 ohms or greater between circuit 32-AD10 (WH/BK) and ground.
24	33-AD10 (YE/BK) Ground or power for passenger exterior mirror left/right motor	0 volts with motor in one direction and 10 volts or greater with motor in opposite direction, 5 ohms or less between the FEM and the passenger exterior mirror, 10,000 ohms or greater between circuit 33-AD10 (YE/BK) and ground.

Rear Electronic Module (REM) C420b



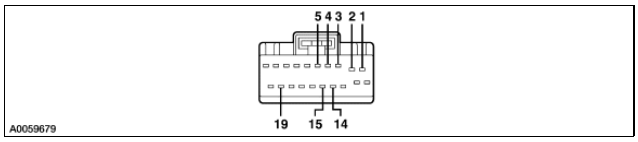
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	8-AD15 (WH/BU) Auto-dimming mirror sensor signal	5 ohms or less between the auto-dimming mirror and the REM connectors (both disconnected), 10,000 ohms or greater between circuit 8-AD15 (WH/BU) and ground.

Driver Door Module (DDM) C501a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	29S-AJ86 (OG/BU) VPWR from CJB Fuse 22 (10A)	10 volts or greater with key ON.

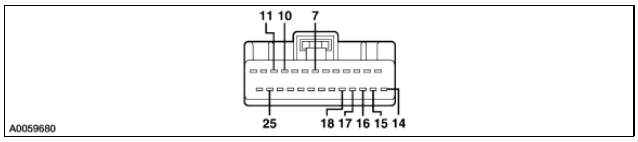
Driver Door Module (DDM) C501c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	32-AD7 (WH/RD) Power or ground for left exterior mirror left/right motor	10 volts or greater with motor in one direction and 0 volts with motor in opposite direction, 5 ohms or less between the DDM and the driver exterior mirror, 10,000 ohms or greater between circuit 32-AD7 (WH/RD) and ground.
2	33-AD7 (YE/RD)	0 volts with motor in one direction and 10 volts or greater with motor in opposite direction, 5 ohms or less between

		the DDM and the driver exterior mirror, 10,000 ohms or greater between circuit 33-AD7 (YE/RD) and ground.
3	34-AD8 (BU/WH) Power or ground for left exterior mirror up/down motor	10 volts or greater with motor in one direction and 0 volts with motor in opposite direction, 5 ohms or less between the DDM and the driver exterior mirror, 10,000 ohms or greater between circuit 34-AD8 (BU/WH) and ground..
4	35-AD8 (VT) Ground or power for left exterior mirror up/down motor	0 volts with motor in one direction and 10 volts or greater with motor in opposite direction, 5 ohms or less between the DDM and the driver exterior mirror, 10,000 ohms or greater between circuit 35-AD8 (VT) and ground..
5	7-AD18 (YE/BK) VREF to left exterior mirror position sensors	5 ohms or less between connectors (both disconnected), 5 ohms or less between the DDM and the driver exterior mirror, 10,000 ohms or greater between circuit 7-AD18 (YE/BK) and ground..
14	8-AD18 (WH/BK) Left/right sensor signal from left exterior mirror	5 ohms or less between connectors (both disconnected), 5 ohms or less between the DDM and the driver exterior mirror, 10,000 ohms or greater between circuit 8-AD18 (WH/BK) and ground..
15	10-AD18 (GY/BK) Up/down sensor signal from left exterior mirror	5 ohms or less between connectors (both disconnected), 5 ohms or less between the DDM and the driver exterior mirror, 10,000 ohms or greater between circuit 10-AD18 (GY/BK) and ground..
19	9-AD18 (BN/YE) Left/right and up/down position sensors signal return from left exterior mirror	5 ohms or less between connectors (both disconnected), 5 ohms or less between the DDM and the driver exterior mirror, 10,000 ohms or greater between circuit 9-AD18 (BN/YE) and ground..

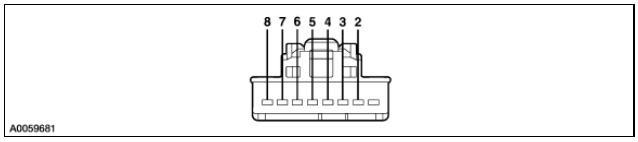
Driver Door Module (DDM) C501d



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	7S-AH27 (YE) LED power for memory set switch	5 ohms or less between connectors (both disconnected), 10,000 ohms or greater between circuit 7S-AH27 (YE) and ground.
10	8-AH31 (WH/RD) Input from memory set switch set 1	5 ohms or less between connectors (both disconnected), 10,000 ohms or greater between circuit 8-AH31 (WH/RD) and ground.
11	8-AH32 (WH/BU) Input from memory set switch set 2	5 ohms or less between connectors (both disconnected), 10,000 ohms or greater between circuit 8-AH32 (WH/BU) and ground.
14	34-AD29 (BU/OG) Right exterior mirror up/down command input	5 ohms or less between the DDM and the exterior mirror control switch connectors (both disconnected), 10,000 ohms or greater between circuit 34-AD29 (BU/OG) and ground.
15		

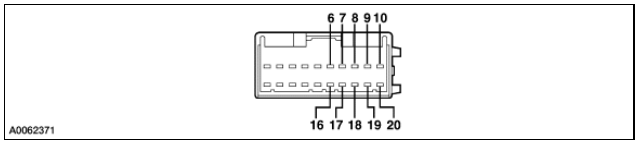
	32-AD30 (WH/BK) Right exterior mirror left/right command input	5 ohms or less between the DDM and the exterior mirror control switch connectors (both disconnected), 10,000 ohms or greater between circuit 32-AD30 (WH/BK) and ground.
16	34-AD31 (BU/WH) Left exterior mirror Up/Down command input	5 ohms or less between the DDM and the exterior mirror control switch connectors (both disconnected), 10,000 ohms or greater between circuit 34-AD31 (BU/WH) and ground.
17	32-AD32 (WH/RD) Left exterior mirror left/right command input	5 ohms or less between the DDM and the exterior mirror control switch connectors (both disconnected), 10,000 ohms or greater between circuit 32-AD32 (WH/RD) and ground.
18	33-AD12 (YE) Exterior mirror switch common	5 ohms or less between the DDM and the exterior mirror control switch connectors (both disconnected), 10,000 ohms or greater between circuit 33-AD12 (YE) and ground.
25	8-AH27 (WH) Input from memory set switch set 3	5 ohms or less between connectors (both disconnected), 10,000 ohms or greater between circuit 8-AH27 (WH) and ground.

Memory Set Switch C503



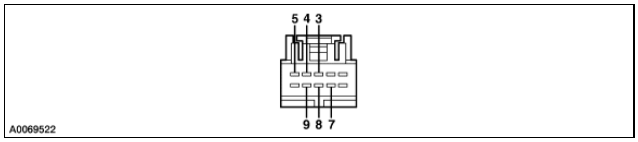
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	31-AH27A (BK/YE) Chassis ground for memory set switch	5 ohms or less to chassis ground.
3	8-AH32 (WH/BU) Memory set switch set 2	5 ohms or less between connectors (both disconnected).
4	8-AH27 (WH) Memory set switch set 3	5 ohms or less between connectors (both disconnected).
5	31-AH27 (BK) Chassis ground for memory set switch	5 ohms or greater between connectors (both disconnected).
7	8-AH31 (WH/RD) Memory set switch set 1	5 ohms or less between connectors (both disconnected).
8	7S-AH27 (YE) LED power for memory set switch	5 ohms or less between connectors (both disconnected).

LH Exterior Mirror C520



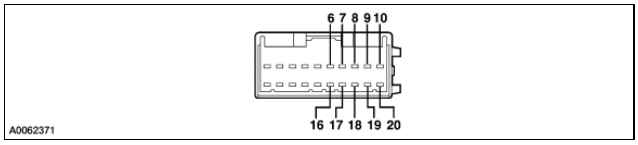
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
6	29-HB35 (OG/BK) VBATT to left exterior mirror heater grid	10 volts or greater with heated rear window ON.
7	7-AD18 (YE/BK) VREF to left exterior mirror position sensors	5 ohms or less between connectors (both disconnected).
8	10-AD18 (GY/BK) Left exterior mirror up/down position sensor signal	5 ohms or less between connectors (both disconnected).
9	9-AD18 (BN/YE) Left/right and up/down position sensors signal return from left exterior mirror	5 ohms or less between connectors (both disconnected).
10	8-AD18 (WH/BK) Left exterior mirror left/right position sensor signal	5 ohms or less between connectors (both disconnected).
16	31-HB35 (BK/GN) Left exterior mirror heated grid ground	5 ohms or less to chassis ground.
17	34-AD8 (BU/WH) Power or ground for left exterior mirror up/down motor	10 volts or greater with motor in one direction and 0 volts when in opposite direction.
18	35-AD8 (VT) Ground or power for left exterior mirror up/down motor	0 volts with motor in one direction and 10 volts or greater in opposite direction.
19	33-AD7 (YE/RD) Ground or power for left exterior mirror left/right motor	0 volts with motor in one direction and 10 volts or greater in opposite direction.
20	32-AD7 (WH/RD) Power or ground for left exterior mirror left/right motor	10 volts or greater with motor in one direction and 0 volts in opposite direction.

Exterior Mirror Control Switch C527



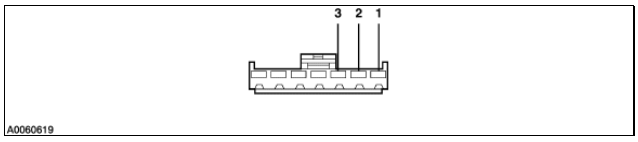
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	31-AD12 (BK/YE) Exterior mirror switch ground	5 ohms or less to chassis ground.
4	34-AD31 (BU/WH) Left mirror sense for up/down command	5 ohms or less between connectors (both disconnected).
5	32-AD30 (WH/BK) Left mirror sense for left/right command	5 ohms or less between connectors (both disconnected).
7	33-AD12 (YE) Mirror common	5 ohms or less between connectors (both disconnected).
8	34-AD29 (BU/OG) Right mirror sense for up/down command	5 ohms or less between connectors (both disconnected).
9	32-AD32 (WH/RD) Left mirror sense for left/right command	5 ohms or less between connectors (both disconnected).

RH Exterior Mirror C601



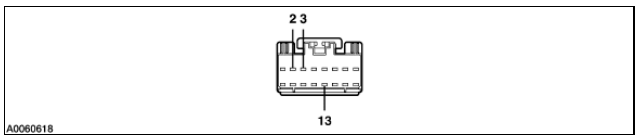
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
6	29-HB36 (OG/GN) VBATT to left exterior mirror heater grid	10 volts or greater with heated rear window ON.
7	7-AD19 (YE/RD) VREF to left exterior mirror position sensors	5 ohms or less between connectors (both disconnected).
8	10-AD19 (GY/RD) Left exterior mirror up/down position sensor signal	5 ohms or less between connectors (both disconnected).
9	9-AD19 (BN/RD) Left/right and up/down position sensors signal return from left exterior mirror	5 ohms or less between connectors (both disconnected).
10	8-AD19 (WH/RD) Left exterior mirror left/right position sensor signal	5 ohms or less between connectors (both disconnected).
16	31-HB36 (BK/RD) Right exterior mirror heated grid ground	5 ohms or less to chassis ground.
17	34-AD11 (BU/OG) Power or ground for left exterior mirror up/down motor	10 volts or greater with motor in one direction and 0 volts when in opposite direction.
18	35-AD11 (VT/WH) Ground or power for left exterior mirror up/down motor	0 volts with motor in one direction and 10 volts or greater in opposite direction.
19	33-AD10 (YE/BK) Ground or power for left exterior mirror left/right motor	0 volts with motor in one direction and 10 volts or greater in opposite direction.
20	32-AD10 (WH/BK) Power or ground for left exterior mirror left/right motor	10 volts or greater with motor in one direction and 0 volts in opposite direction.

Auto-Dimming Mirror C9012 (without Navigation)



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	75-AD15 (YE/BU) VBATT to mirror	10 volts or greater with key ON.
2	31-AD15 (BK/OG) Chassis ground	5 ohms or less to chassis ground.
3	8-AD15 (WH/BU) Signal from REM	10 volts or greater with key ON and the transmission in REVERSE.

Auto-Dimming Mirror C911 (with Navigation)



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	31-AD15 (BK/OG) Chassis ground	5 ohms or less to chassis ground.
3	8-AD15 (WH/BU) Signal from REM	10 volts or greater with key ON and the transmission in REVERSE.
13	75-AD15 (YE/BU) VBATT to mirror	10 volts or greater with key ON.

Pinpoint Test A: The Mirrors Are Inoperative

Normal Operation

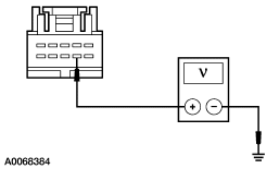
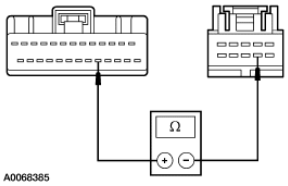
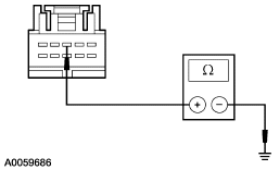
The exterior mirror control switch receives power from circuit 29-AD12 (OG/YE) and ground from circuit 31-AD12 (BK/YE). The exterior mirror control switch sends input to the driver door module (DDM) for the LH exterior mirror by switching power and ground to circuits 32-AD32 (WH/RD), 34-AD31 (BU/WH) and 33-AD12 (YE) and for the RH exterior mirror by switching power and ground to circuits 32-AD30 (WH/BK), 34-AD29 (BU/OG) and 33-AD12 (YE). The DDM then sends the appropriate power and ground for the LH exterior mirror motor up/down circuits 34-AD8 (BU/WH), 35-AD8 (VT) and left/right circuits 32-AD7 (WH/RD) and 33-AD7 (YE/RD). The DDM sends a message to the front electronic module (FEM) over the SCP communication link for the FEM to send the appropriate power and ground for the RH exterior mirror motor up/down circuits 34-AD11 (BU/OG), 35-AD11 (VT/WH) and left/right circuits 32-AD10 (WH/BK), 33-AD10 (YE/BK).

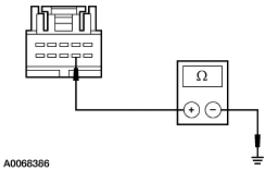
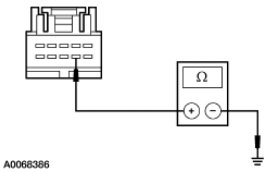
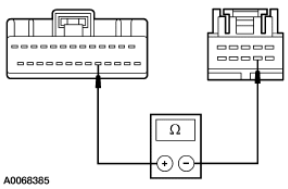
Possible Causes

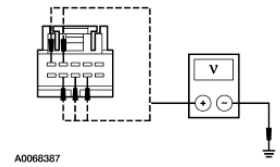
- circuit 29-AD12 (OG/YE) open or shorted to ground
- circuit 33-AD12 (YE) open, shorted to ground or power
- circuit 31-AD12 (BK/YE) open or shorted to power
- DDM
- exterior mirror control switch
- exterior mirrors

PINPOINT TEST A: THE MIRRORS ARE INOPERATIVE

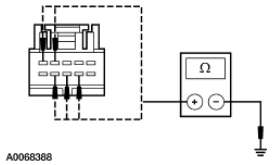
Test Step	Result / Action to Take
A1 RETRIEVE THE DTCS FROM THE DRIVER DOOR MODULE (DDM) AND THE FRONT ELECTRONIC MODULE (FEM)	
• Use the recorded results from the DDM and FEM continuous and on-demand self-tests.	**Yes** For DTC B2336, GO to A9 .

• **Are any DTCs recorded?**	**No** GO to A2 .
A2 CHECK CIRCUIT 33-AD12 (YE) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Exterior Mirror Control Switch C527. • Key in ON position. • Measure the voltage between the exterior mirror control switch C527-7, circuit 33-AD12 (YE), harness side and ground.  • **Is the voltage greater than 5 volts?**	**Yes** GO to A4 . **No** GO to A3 .
A3 CHECK CIRCUIT 33-AD12 (YE) FOR AN OPEN	
• Key in OFF position. • Disconnect: DDM C501d. • Key in ON position. • Measure the resistance between the DDM C501d-18, circuit 33-AD12 (YE), harness side and the exterior mirror control switch C527-7, circuit 33-AD12 (YE), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to A13 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A4 CHECK CIRCUIT 31-AD12 (BK/YE) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the exterior mirror control switch C527-3, circuit 31-AD12 (BK/YE), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to A5 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A5 CHECK CIRCUIT 33-AD12 (YE) FOR A SHORT TO GROUND	

• Measure the resistance between the exterior mirror control switch C527-7, circuit 33-AD12 (YE), harness side and ground.  A0068386 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A7 . **No** GO to A6 .
A6 CHECK DDM FOR AN INTERNAL SHORT TO GROUND	
• Key in OFF position. • Disconnect: DDM C501d. • Key in ON position. • Measure the resistance between the exterior mirror control switch C527-7, circuit 33-AD12 (YE), harness side and ground.  A0068386 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A13 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A7 CHECK CIRCUIT 33-AD12 (YE) FOR AN OPEN	
• Key in OFF position. • Disconnect: DDM 501d. • Key in ON position. • Measure the resistance between DDM C501d-18, circuit 33-AD12 (YE), harness side and the exterior mirror control switch C527-7, circuit 33-AD12 (YE), harness side.  A0068385 • **Is the resistance less than 5 ohms?**	**Yes** GO to A8 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A8 CHECK THE EXTERIOR MIRROR CONTROL SWITCH	
• Carry out the exterior mirror control switch component test.	**Yes** GO to A13 . **No** INSTALL a new exterior mirror

Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the exterior mirror control switch pass the component test?**	control switch. REFER to Exterior Mirror Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
A9 CHECK THE EXTERIOR MIRROR CONTROL SWITCH INTEGRITY	
• Key in OFF position. • Disconnect: Exterior Mirror Control Switch C527. • Carry out the exterior mirror control switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the exterior mirror control switch pass the component test?**	**Yes** GO to A10 . **No** INSTALL a new exterior mirror control switch. REFER to Exterior Mirror Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
A10 CHECK EXTERIOR MIRROR CONTROL SWITCH CIRCUITS FOR VOLTAGE	
• Key in ON position. • Using the following table, measure the voltage between the exterior mirror control switch C527 pins, harness side and ground: **Pin / Circuit** 4 / 34-AD31 (BU/WH) 5 / 32-AD30 (WH/BK) 7 / 33-AD12 (YE) 8 / 34-AD29 (BU/OG) 9 / 32-AD32 (WH/RD)  • **Is the voltage greater than 10 volts for any measurement?**	**Yes** GO to A12 . **No** GO to A11 .
A11 CHECK EXTERIOR MIRROR CONTROL SWITCH CIRCUITS FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DDM C501d. • Using the following table, measure the resistance between the exterior mirror control switch C527 pins, harness side and ground:	**Yes** GO to A13 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

Pin	Circuit
4	34-AD31 (BU/WH)
5	32-AD30 (WH/BK)
7	33-AD12 (YE)
8	34-AD29 (BU/OG)
9	32-AD32 (WH/RD)

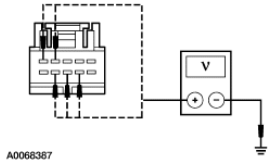


- **Is the resistance less than 5 ohms for any measurement?**

A12 CHECK EXTERIOR MIRROR CIRCUITS FOR A SHORT TO VOLTAGE

- Key in OFF position.
- Disconnect: DDM C501d.
- Key in ON position.
- Measure the voltage between the exterior mirror control switch C527 pins, harness side and ground:

Pin	Circuit
4	34-AD31 (BU/WH)
5	32-AD30 (WH/BK)
7	33-AD12 (YE)
8	34-AD29 (BU/OG)
9	32-AD32 (WH/RD)



- **Is voltage present for any measurement?**

Yes
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

No
GO to A13 .

A13 CHECK FOR CORRECT DDM OPERATION

- Disconnect all DDM connectors.
- Check for:
  - corrosion
  - pushed-out pins

Yes
INSTALL a new DDM. REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test.

• Connect all DDM connectors and make sure they seat correctly. • Operate the system and verify if the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test B: A Single Mirror Is Inoperative

Normal Operation

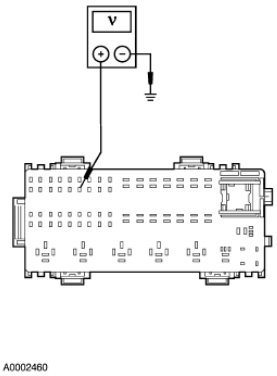
The exterior mirror control switch receives power from circuit 29-AD12 (OG/YE) and ground from circuit 31-AD12 (BK/YE). The exterior mirror control switch sends input to the driver door module (DDM) for the LH exterior mirror by switching power and ground to circuits 32-AD32 (WH/RD), 34-AD31 (BU/WH) and 33-AD12 (YE) and for the RH exterior mirror by switching power and ground to circuits 32-AD30 (WH/BK), 34-AD29 (BU/OG) and 33-AD12 (YE). The DDM then sends the appropriate power and ground for the LH exterior mirror motor up/down circuits 34-AD8 (BU/WH), 35-AD8 (VT) and left/right circuits 32-AD7 (WH/RD) and 33-AD7 (YE/RD). The DDM sends a message to the front electronic module (FEM) over the SCP communication link for the FEM to send the appropriate power and ground for the RH exterior mirror motor up/down circuits 34-AD11 (BU/OG), 35-AD11 (VT/WH) and left/right circuits 32-AD10 (WH/BK), 33-AD10 (YE/BK).

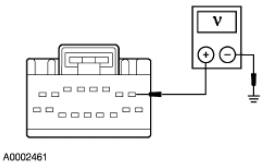
Possible Causes

- Circuits 32-AD7 (WH/RD), 32-AD10 (WH/BK), 32-AD30 (WH/BK), 32-AD32 (WH/RD), 33-AD7 (YE/RD), 33-AD10 (YE/BK), 33-AD12 (YE), 34-AD8 (BU/WH), 34-AD11 (BU/OG), 34-AD29 (BU/OG), 34-AD31 (BU/WH), 35-AD8 (VT) or 35-AD11 (VT/WH) open.
- Exterior mirror control switch
- Exterior mirror
- DDM
- FEM

PINPOINT TEST B: A SINGLE MIRROR IS INOPERATIVE

Test Step	Result / Action to Take
B1 CHECK THE DDM DTCS	
• Use the recorded results from the DDM self-test. • **Are any DTCs retrieved?**	**Yes** For DTC B2336, GO to B30 . For DTC B2320 or B2324, GO to B20 . For all other DDM DTCs, REFER to Section 418-00 for specific diagnostic direction. **No** GO to B2 .
B2 CHECK THE FEM DTCS	
• Use the recorded results from the FEM self-test. • **Are any DTCs recorded?**	**Yes** For DTC B2312 or B2316, GO to B5 . For all other FEM DTCs, REFER to Section 418-00 for specific diagnostic direction. **No**

	GO to B3 .
B3 CHECK THE EXTERIOR MIRROR CONTROL PIDS	
• Key in OFF position. • Key in ON position. • Enter the following mode on the diagnostic tool: Monitor PIDs. Monitor the DDM PIDs MIRH_SW, MIRV_SW and MIR_SEL, while operating the exterior mirror control switch in each direction. • **Did the DDM PID values agree with the exterior mirror control switch positions?**	**Yes** GO to B4 . **No** GO to B18 .
B4 IDENTIFY THE INOPERATIVE MIRROR	
• Operate the LH and RH exterior mirrors. • **Is the RH exterior mirror inoperative?**	**Yes** GO to B5 . **No** GO to B20 .
B5 CHECK BJB FUSE 6 (10A) FOR VOLTAGE	
• Disconnect: BJB Fuse 6 (10A). • Measure the voltage between the BJB Fuse 6 (10A) input side, circuit 30S-DB15 (RD/OG), harness side and ground.  A0002460 • **Is the voltage greater than 10 volts?**	**Yes** GO to B6 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B6 CHECK CIRCUIT 29S-DK21 (OG/WH) AND 29S-LG1 (OG/YE) FOR AN OPEN	
• Connect: BJB Fuse 6 (10A). • Key in OFF position. • Disconnect: FEM C201a. • Key in ON position. • Measure the voltage between the FEM C201a-1, circuit 29S-DK21 (OG/WH), harness side and ground.	**Yes** GO to B7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.



- **Is the voltage greater than 10 volts?**

B7 CHECK THE RH EXTERIOR MIRROR ACTIVE COMMAND

- Enter the following diagnostic mode on the diagnostic tool: Active Commands; FEM, POWER MIRROR CONTROL.
- Trigger the FEM active commands PR UP, PR DOWN, PR LEFT and PR RIGHT ON and OFF.
- **Did the RH exterior mirror function correctly?**

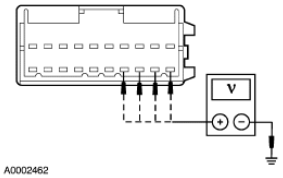
Yes
GO to B14 .

No
GO to B8 .

B8 CHECK FOR VOLTAGE AT THE RH EXTERIOR MIRROR MOTOR

- Key in OFF position.
- Disconnect: RH Exterior Mirror C601.
- Key in ON position.
- Using the following table, measure the voltage between the RH exterior mirror C601 pins, harness side and ground:

C601 Pin	Circuit
17	34-AD11 (BU/OG)
18	35-AD11 (VT/WH)
19	33-AD10 (YE/BK)
20	32-AD10 (WH/BK)



- **Is the voltage greater than 10 volts for any measurement?**

Yes
GO to B12 .

No
GO to B9 .

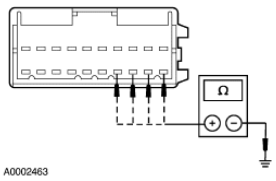
B9 CHECK FOR RESISTANCE AT THE RH EXTERIOR MIRROR

- Using the following table, measure the resistance between the RH exterior mirror C601 pins, harness side and ground:

Yes
GO to B13 .

No
GO to B10 .

C601 Pin	Circuit
17	34-AD11 (BU/OG)
18	35-AD11 (VT/WH)
19	33-AD10 (YE/BK)
20	32-AD10 (WH/BK)

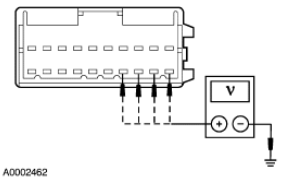


- **Are the resistances less than 5 ohms?**

B10 CHECK FOR AN OPEN AT THE RH EXTERIOR MIRROR ASSEMBLY

- Using the following table, measure the voltage between the RH exterior mirror C601 pins, harness side and ground, while moving the exterior mirror control to the listed positions:

C601 Pin	Circuit	Mirror Position
17	34-AD11 (BU/OG)	UP
18	35-AD11 (VT/WH)	DOWN
19	33-AD10 (YE/BK)	RIGHT
20	32-AD10 (WH/BK)	LEFT



- **Are the voltages greater than 10 volts for all measurements?**

Yes
INSTALL a new RH exterior mirror motor. REFER to Exterior Mirror in this section. CLEAR the DTCs. REPEAT the self-test.

No
GO to B11 .

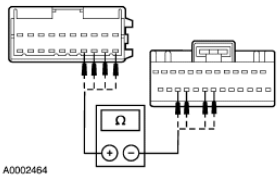
B11 CHECK CIRCUITS 33-AD10 (YE/BK), 32-AD10 (WH/BK), 35-AD11 (VT/WH) AND 34-AD11 (BU/OG) FOR AN OPEN

- Key in OFF position.
- Disconnect: FEM 201e.
- Key in ON position.
- Using the following table, measure the resistance betweem the FEM C201e pins, harness side and the RH exterior mirror C601 pins, harness side:

Yes
GO to B32 .

No
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

C601 Pin	Circuit	FEM C201e Pin
17	34-AD11 (BU/OG)	20
18	35-AD11 (VT/WH)	21
19	33-AD10 (YE/BK)	24
20	32-AD10 (WH/BK)	23

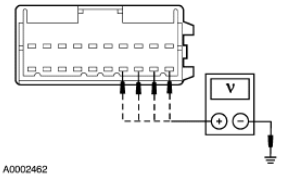


- **Are the resistances less than 5 ohms?**

B12 CHECK CIRCUITS 33-AD10(YE/BK), 32-AD10 (WH/BK), 35-AD11 (VT/WH) AND 34-AD11 (BU/OG) FOR A SHORT TO VOLTAGE

- Key in OFF position.
- Disconnect: FEM C201e.
- Key in ON position.
- Using the following table, measure the voltage between the RH exterior mirror C601 pins, harness side and ground:

C601 Pin	Circuit
17	34-AD11 (BU/OG)
18	35-AD11 (VT/WH)
19	33-AD10 (YE/BK)
20	32-AD10 (WH/BK)



- **Is voltage present for any measurement?**

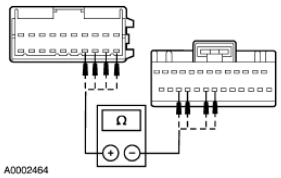
Yes
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

No
GO to B32 .

B13 CHECK CIRCUITS 33-AD10(YE/BK), 32-AD10 (WH/BK), 35-AD11 (VT/WH) AND 34-AD11 (BU/OG) FOR CONTINUITY

<table>
<tr><td>
• Key in OFF position.
• Disconnect: FEM C201e.
• Key in ON position.
• Using the following table, measure the resistance between the FEM C201e pins, harness side and RH exterior mirror C601 pins, harness side:

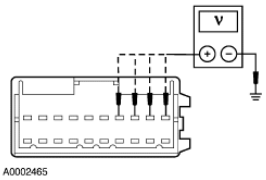
<table>
<tr><th>RH Exterior Mirror Pin</th><th>Circuit</th><th>FEM C201e Pin</th></tr>
<tr><td>17</td><td>34-AD11 (BU/OG)</td><td>20</td></tr>
<tr><td>18</td><td>35-AD11 (VT/WH)</td><td>21</td></tr>
<tr><td>19</td><td>33-AD10 (YE/BK)</td><td>24</td></tr>
<tr><td>20</td><td>32-AD10 (WH/BK)</td><td>23</td></tr>
</table>

 
A0002464
• Are the resistances less than 5 ohms?
</td><td>
Yes
GO to B32 .

No
REPAIR the circuit in question.CLEAR the DTCs. REPEAT the self-test.
</td></tr>
<tr><td>B14 CHECK THE FEM FOR THE CORRECT OUTPUTS</td><td></td></tr>
<tr><td>
• Key in ON position.
• Enter the following mode on the diagnostic tool: Active Commands. Select FEM active command POWER MIRROR CONTROL.
• Trigger the FEM active commands PR UP, PR DOWN, PR LEFT and PR RIGHT ON and OFF; while monitoring the FEM PIDs MIRH_SW and MIRV_SW.
• Do the FEM PID values agree with the RH exterior mirror commanded positions?
</td><td>
Yes
GO to B32 . Yes
GO to B15 .
</td></tr>
<tr><td>B15 CHECK CIRCUITS 8-AD19 (WH/RD), 7-AD19 YE/RD), 9-AD19 (BN/RD), 10-AD19 (GY/RD) FOR A SHORT TO VOLTAGE</td><td></td></tr>
<tr><td>
• Key in OFF position.
• Disconnect: RH Exterior Mirror C601.
• Key in ON position.
• Using the following table, measure the voltage between the RH exterior mirror C601 pins, harness side and ground:
</td><td>
Yes
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

No
GO to B16 .
</td></tr>
</table>

C601 Pin	Circuit
7	7-AD19 (YE/RD)
8	10-AD19 (GY/RD)
9	9-AD19 (BN/RD)
10	8-AD19 (WH/RD)

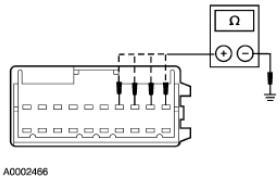


- **Is voltage present for any measurement?**

B16 CHECK CIRCUITS 8-AD19 (WH/RD), 7-AD19 (YE/RD), 9-AD19 (BN/RD) AND 10-AD19 (GY/RD) FOR A SHORT TO GROUND

- Key in OFF position.
- Using the following table, measure the resistance between the RH exterior mirror C601 pins, harness side and ground:

C601 Pin	Circuit
7	7-AD19 (YE/RD)
8	10-AD19 (GY/RD)
9	9-AD19 (BN/RD)
10	8-AD19 (WH/RD)



- **Are the resistances greater than 10,000 ohms?**

Yes
GO to B17 .

No
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

B17 CHECK CIRCUITS 8-AD19 (WH/RD), 7-AD19 (YE/RD), 9-AD19 (BN/RD) AND 10-AD19 (GY/RD) FOR AN OPEN

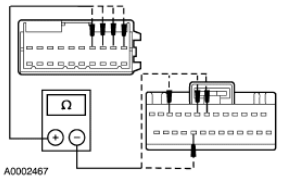
- Using the following table, measure the resistance between the RH exterior mirror C601 pins, harness side and the FEM C201e pins, harness side:

Yes
INSTALL a new RH exterior mirror. CLEAR the DTCs. REPEAT the self-test.

No
REPAIR the circuit in question. CLEAR the

	DTCs. REPEAT the self-test.

RH Exterior Mirror Pin	Circuit	FEM C201e Pin
7	7-AD19 (YE/RD)	8
8	10-AD19 (GY/RD)	11
9	9-AD19 (BN/RD)	22
10	8-AD19 (WH/RD)	7

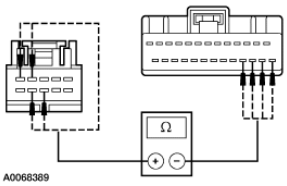


- **Are the resistances less than 5 ohms?**

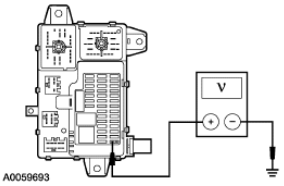
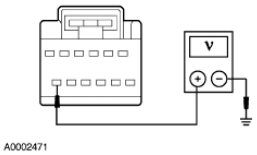
B18 CHECK THE EXTERIOR MIRROR CONTROL SWITCH	
• Carry out the exterior mirror control switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the exterior mirror control switch pass the component test?**	**Yes** GO to B19 . **No** INSTALL a new exterior mirror control switch. REFER to Exterior Mirror Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
B19 CHECK THE EXTERIOR MIRROR CONTROL SWITCH CIRCUITS FOR AN OPEN	
• Key in OFF position. • Disconnect: Exterior Mirror Control Switch C527. • Disconnect: DDM C501d. • Key in ON position. • Using the following table, measure the resistance between the following exterior mirror control switch C527 pins, harness side and the DDM C501d pins, harness side:	**Yes** GO to B33 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

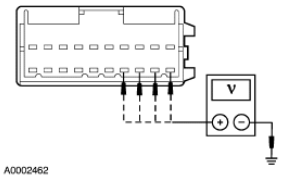
Exterior Mirror Control Switch Pins	Circuit	DDM Pins
4	34-AD31 (BU/WH)	16
5	32-AD30 (WH/BK)	15

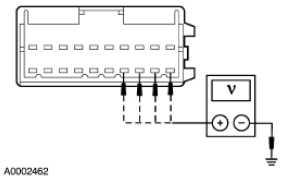
8	34-AD29 (BU/OG)	14
9	32-AD32 (WH/RD)	17



- **Are the resistances less than 5 ohms?**

B20 CHECK CJB FUSE 22 (10A) FOR VOLTAGE	
• Disconnect: CJB Fuse 22 (10A). • Measure the voltage between the CJB Fuse 22 (10A) input side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to B21 . **No** REPAIR the power source to CJB Fuse 22 (10A). CLEAR the DTCs. REPEAT the self-test.
B21 CHECK CIRCUIT 29S-AJ86 (OG/BU) FOR AN OPEN	
• Connect: CJB Fuse 22 (10A). • Key in OFF position. • Disconnect: DDM C501a. • Key in ON position. • Measure the voltage between the DDM C501a-12, circuit 29S-AJ86 (OG/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to B22 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B22 CHECK THE LH EXTERIOR MIRROR ACTIVE COMMANDS	
• Key in OFF position. • Connect: DDM C501a. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Active Commands.	**Yes** GO to B27 . **No** GO to B23 .

• Select DDM active command menu POWER MIRROR CONTROL. • Trigger the DDM active command DR UP, DR DOWN, DR LEFT and DR RIGHT. • **Did the driver exterior mirror operate correctly?**	
B23 CHECK FOR VOLTAGE AT THE LH MIRROR MOTORS	
• Key in OFF position. • Disconnect: LH Exterior Mirror C520. • Key in ON position. • Using the following table, measure the voltage between the LH exterior mirror C520 pins, harness side and ground: **C520 Pin** / **Circuit** 17 / 34-AD8 (BU/WH) 18 / 35-AD8 (VT) 19 / 33-AD7 (YE/RD) 20 / 32-AD7 (WH/RD)  A0002462 • **Is any voltage greater than 10 volts?**	**Yes** GO to B31 . **No** GO to B24 .
B24 CHECK FOR OPENS AT THE LH MIRROR ASSEMBLY	
• Using the following table, measure the voltage between the LH exterior mirror C520 pins, harness side and ground; while moving the exterior mirror control switch through the listed positions: **C520 Pin** / **Circuit** / **Mirror Position** 17 / 34-AD8 (BU/WH) / UP 18 / 35-AD8 (VT) / DOWN 19 / 33-AD7 (YE/RD) / RIGHT 20 / 32-AD7 (WH/RD) / LEFT	**Yes** INSTALL a new LH mirror motor. REFER to Exterior Mirror in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to B25 .

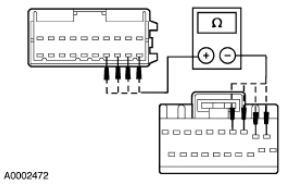


- **Are the voltages greater than 10 volts?**

B25 CHECK FOR RESISTANCE AT THE LH EXTERIOR MIRROR

- Key in OFF position.
- Disconnect: DDM C501c.
- Key in ON position.
- Using the following table, measure the resistance between the LH exterior mirror C520 pins, harness side and the DDM C501c pins, harness side.

LH Exterior Mirror Pin	Circuit	DDM Pin
17	34-AD8 (BU/WH)	3
18	35-AD8 (VT)	4
19	33-AD7 (YE/RD)	2
20	32-AD7 (WH/RD)	1



- **Are the resistances less than 5 ohms?**

Yes
GO to B26 .

No
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

B26 CHECK CIRCUITS 32-AD7 (WH/RD), 33-AD7 (YE/RD), 34-AD8 (BU/WH) AND 35-AD8 (VT) FOR A SHORT TO GROUND

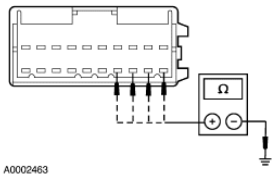
- Using the following table, measure the resistance between the LH exterior mirror C520 pins, harness side and ground:

C520 Pin	Circuit
17	34-AD8 (BU/WH)
18	35-AD8 (VT)

Yes
GO to B33 .

No
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

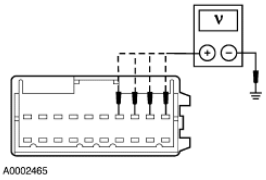
19	33-AD7 (YE/RD)
20	32-AD7 (WH/RD)



- **Are the resistances greater than 10,000 ohms?**

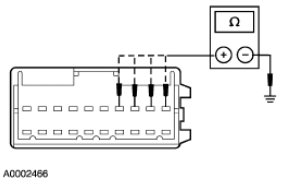
B27 CHECK THE DDM FOR THE CORRECT OUTPUTS	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Active Commands. • Select the DDM active command menu POWER MIRROR CONTROL. • Trigger the DDM active command DR UP, DR DOWN, DR LEFT and DR RIGHT; ON and OFF while monitoring the DDM PIDs MIRH_SW and MIRV_SW. • **Do the PID values agree with the LH exterior mirror commanded positions?**	**Yes** GO to B33 . **No** GO to B28 .
B28 CHECK CIRCUITS 8-AD18 (WH/BK), 7-AD18 (YE/BK), 9-AD18 (BN/YE) AND 10-AD18 (GY/BK) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: LH Exterior Mirror C520. • Disconnect: DDM C501c. • Key in ON position. • Using the following table, measure the voltage between the LH exterior mirror C520 pins, harness side and ground:	**Yes** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test. **No** GO to B29 .

C520 Pin	Circuit
7	7-AD18 (YE/BK)
8	10-AD18 (GY/BK)
9	9-AD18 (BN/YE)
10	8-AD18 (WH/BK)

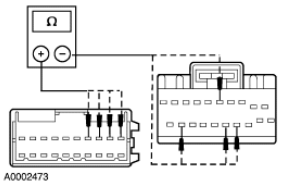
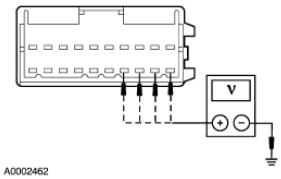


• **Is voltage present for any measurement?**	
B29 CHECK CIRCUITS 8-AD18 (WH/BK), 7-AD18 (YE/BK), 9-AD18 (BN/YE) AND 10-AD18 (GY/BK) FOR A SHORT TO GROUND	
• Using the following table, measure the resistance between the LH exterior mirror C520 pins, harness side and ground. • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to B30 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.
B30 CHECK CIRCUITS 8-AD18 (WH/BK), 7-AD18 (YE/BK), 9-AD18 (BN/YE) AND 10-AD18 (GY/BK) FOR AN OPEN	
• Key in OFF position. • Disconnect: LH Exterior Mirror C520. • Disconnect: DDM C501c. • Using the following table, measure the resistance between the LH exterior mirror C520 pins, harness side and the DDM C501c pins, harness side.	**Yes** INSTALL a new LH exterior mirror. REFER to Exterior Mirror in this section. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

C520 Pin	Circuit
7	7-AD18 (YE/BK)
8	10-AD18 (GY/BK)
9	9-AD18 (BN/YE)
10	8-AD18 (WH/BK)



LH Exterior Mirror Pin	Circuit	DDM Pin
7	7-AD18 (YE/BK)	5
8	10-AD18 (GY/BK)	15
9	9-AD18 (BN/YE)	19
10	8-AD18 (WH/BK)	14

 A0002473 • **Are the resistances less than 5 ohms?**	
B31 CHECK FOR VOLTAGE AT THE LH EXTERIOR MIRROR ASSEMBLY	
• Key in OFF position. • Disconnect: LH Exterior Mirror C520. • Disconnect: DDM C501c. • Key in ON position. • Using the following table, measure the voltage between the LH exterior mirror C520 pins, harness side and ground: **C520 Pin** / **Circuit** 17 / 34-AD8 (BU/WH) 18 / 35-AD8 (VT) 19 / 33-AD7 (YE/RD) 20 / 32-AD7 (WH/RD)  A0002462 • **Are any of the voltages greater than 10 volts?**	**Yes** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test. **No** GO to B33 .
B32 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

B33 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
	Yes
	INSTALL a new DDM. REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test.

• Connect all DDM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test C: The Auto-Dimming Mirror Does Not Operate Correctly

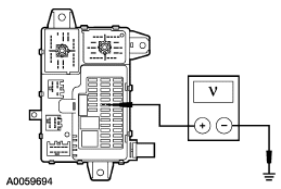
Normal Operation

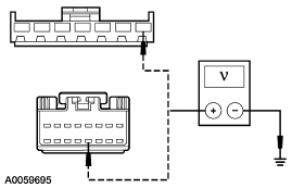
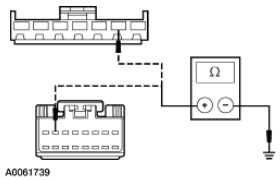
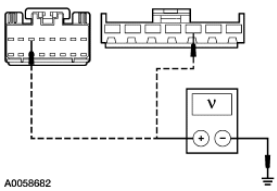
The auto-dimming mirror receives power from circuit 75-AD15 (YE/BU) and ground from circuit 31-AD15 (BK/OG). When the transmission is in REVERSE, the digital transmission range (TR) sensor signals the powertrain control module (PCM) the transmission range. The PCM sends a signal to the rear electronic module (REM) over the standard corporate protocol (SCP) communication link, at which time the REM sends a voltage through circuit 8-AD15 (WH/BU) to the auto-dimming mirror, which turns the dimming feature off.

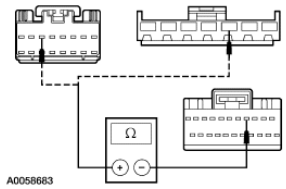
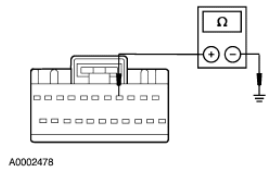
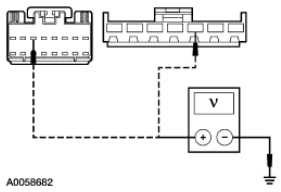
Possible Causes

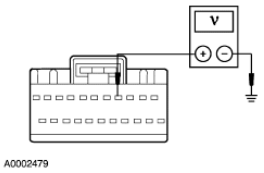
- circuit 75-AD15 (YE/BU) open
- circuit 31-AD15 (BK/OG) open
- circuit 8-AD15 (WH/BU) open, shorted to ground or power
- auto-dimming interior mirror
- REM

PINPOINT TEST C: THE AUTO-DIMMING MIRROR DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
C1 CHECK FOR REM RETRIEVED DIAGNOSTIC TROUBLE CODES	
• Use the recorded results from the REM self-test. • **Are any DTCs retrieved?**	**Yes** REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to C2 .
C2 CHECK POWER TO CJB FUSE 16 (5A)	
• Disconnect: CJB Fuse 16 (5A). • Key in ON position. • Measure the voltage between the CJB Fuse 16 (5A) input terminal and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to C3 . **No** REPAIR the power supply to the fuse. CLEAR the DTCs. REPEAT the self-test.
C3 CHECK CIRCUIT 75-AD15 (YE/BU) FOR AN OPEN	

• Key in OFF position. • Connect: CJB Fuse 16 (5A). • Disconnect: Auto-Dimming Interior Mirror C911. • Key in ON position. • Measure the voltage between the auto-dimming interior mirror C9012-1 (without navigation), C911-13 (with navigation), circuit 75-AD15 (YE/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to C4 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C4 CHECK CIRCUIT 31-AD15 (BK/OG) FOR AN OPEN	
• Measure the resistance between the auto-dimming interior mirror C9012-2 (without navigation), C911-2 (with navigation), circuit 31-AD15 (BK/OG), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to C5 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C5 CHECK THE REM OUTPUT	
• Key in ON position. • Select REVERSE. • ⚠ **CAUTION: Make sure the engine is not running. The ignition switch should be in the RUN position with the engine OFF.** • Engage the parking brake and shift the transmission to the REVERSE position. • Measure the voltage between the auto-dimming interior mirror C9012-3 (without navigation), C911-3 (with navigation), circuit 8-AD15 (WH/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to C8 . **No** GO to C6 .

C6 CHECK CIRCUIT 8-AD15 (WH/BU) FOR AN OPEN	
• Select PARK. • Key in OFF position. • Disconnect: REM C420b. • Measure the resistance between the auto-dimming interior mirror C9012-3 (without navigation), C911-3 (with navigation), circuit 8-AD15 (WH/BU), harness side and the REM C420b-4, circuit 8-AD15 (WH/BU), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to C7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C7 CHECK CIRCUIT 8-AD15 (WH/BU) FOR A SHORT TO GROUND	
• Measure the resistance between the REM C420b-4, circuit 8-AD15 (WH/BU), harness side and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to C10 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C8 CHECK FOR THE CORRECT OUTPUT TO THE MIRROR	
• Select PARK. • Measure the voltage between the auto-dimming interior mirror C9012-3 (without navigation), C911-3 (with navigation), circuit 8-AD15 (WH/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to C9 . **No** INSTALL a new auto-dimming interior mirror. REFER to Interior Mirror in this section. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation. If the auto-dimming feature continues to function incorrectly, GO to C10 .
C9 CHECK CIRCUIT 8-AD15 (WH/BU) FOR A SHORT TO VOLTAGE	

• Key in OFF position. • Disconnect: REM C420b. • Key in ON position. • Measure the voltage between the REM C420b-4, circuit 8-AD15 (WH/BU), harness side and ground.  A0002479 • **Is voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to C10 .
C10 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test D: The Memory Mirror Is Inoperative

Normal Operation

The driver door module (DDM) sends voltage reference (VREF) to the memory set switch on circuits 8-AH32 (WH/BU), 8-AH31 (WH/RD) and 8-AH27 (WH). When memory set switch button 1 or 2 is pressed (within 5 seconds of pressing memory set button 3), the VREF on the circuits to the pressed buttons will be grounded and will drop to zero, providing inputs to the DDM. Once the DDM receives the inputs from memory set button 3; then 1 (or 2), the DDM will save current mirror settings using the inputs from the exterior mirror position sensors. When the DDM receives an input from the memory set switch button 1, circuit 8-AH31 (WH/RD) or button 2, circuit 8-AH32 (WH/BU) the DDM will adjust the driver mirror accordingly and will send a signal to the FEM over the SCP communication link to adjust the passenger mirror as per the memory set switch button.

The DDM receives inputs on the position of the LH exterior mirror from circuits 8-AD18 (WH/BK), 7-AD18 (YE/BK), 10-AD18 (GY/BK) and 9-AD18 (BN/YE) while the FEM receives inputs on the RH exterior mirror from circuits 8-AD19 (WH/RD), 7-AD19 (YE/RD), 10-AD19 (GY/RD) and 9-AD19 (BN/RD).

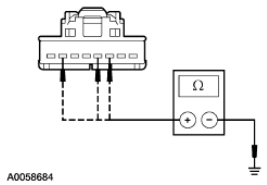
Possible Causes

- circuit 31-AH27 (BK) open
- circuits 8-AH32 (WH/BU), 8-AH31 (WH/RD), 8-AH27 (WH) open or shorted to ground
- DDM
- memory set switch

PINPOINT TEST D: THE MEMORY MIRROR IS INOPERATIVE

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>D1 CHECK FOR DDM DTCS</td><td></td></tr>
<tr><td>• Use the recorded DDM results from the DDM self-test.
• Was DTC B1534, B1538 or B1530 retrieved?</td><td>Yes
GO to D2 .

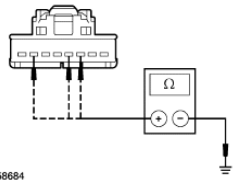
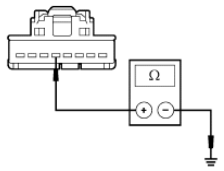
No
GO to D4 .</td></tr>
<tr><td>D2 CHECK THE MEMORY SET SWITCH FOR A SHORT TO GROUND</td><td></td></tr>
<tr><td>• Disconnect: Memory Set Switch C503.
• Using the following table, measure the resistance between the memory set switch C503 pins, harness side and ground:

<table><tr><th>C503 Pin</th><th>Circuit</th></tr><tr><td>3</td><td>8-AH32 (WH/BU)</td></tr><tr><td>4</td><td>8-AH27 (WH)</td></tr><tr><td>7</td><td>8-AH31 (WH/RD)</td></tr></table>
 
A0058684
• Are the resistances greater than 10,000 ohms?</td><td>Yes
INSTALL a new memory set switch. CLEAR the DTCs. REPEAT the self-test.

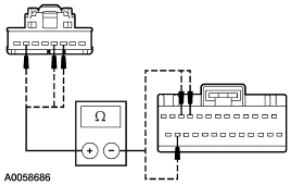
No
GO to D3 .</td></tr>
<tr><td>D3 CHECK CIRCUITS 8-AH32 (WH/BU), 8-AH31 (WH/RD) AND 8-AH27 (WH) FOR A SHORT TO GROUND</td><td></td></tr>
<tr><td>• Disconnect: DDM C501d.
• Using the following table, measure the resistance between the memory set switch C503 pins, harness side and ground:

<table><tr><th>C503 Pin</th><th>Circuit</th></tr><tr><td>3</td><td>8-AH32 (WH/BU)</td></tr><tr><td>4</td><td>8-AH27 (WH)</td></tr><tr><td>7</td><td>8-AH31 (WH/RD)</td></tr></table></td><td>Yes
GO to D8 .

No
REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.</td></tr>
</table>

 A0058684 • **Are the resistances greater than 10,000 ohms?**	
D4 CHECK THE MEMORY SET SWITCH USING DDM PIDS	
• Enter the following mode on the diagnostic tool: Monitor PIDs. • Monitor the DDM PIDs MEMS_SW, MEM1_SW and MEM2_SW; while actuating the memory set switch buttons. • **Did the DDM PID values agree with the memory set switch positions?**	**Yes** GO to D8 . **No** GO to D5 .
D5 CHECK CIRCUIT 31-AH27 (BK) FOR AN OPEN	
• Disconnect: Memory Set Switch C503. • Measure the resistance between the memory set switch C503-5, circuit 31-AH27 (BK), harness side and ground.  A0058685 • **Is the resistance less than 5 ohms?**	**Yes** GO to D6 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D6 CHECK FOR AN OPEN CIRCUIT BETWEEN THE DDM AND MEMORY SET SWITCH	
• Disconnect: DDM C501d. • Using the following table, measure the resistance between the memory set switch C503 pins, harness side and the DDM C501d pins, harness side:	**Yes** GO to D7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

DDM Pin	Circuit	Memory Set Switch Pin
10	8-AH31 (WH/RD)	7
11	8-AH32 (WH/BU)	3
25	8-AH27 (WH)	4

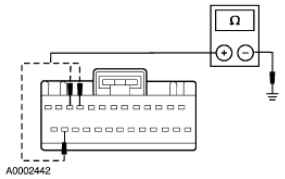


- **Are the resistances less than 5 ohms?**

D7 CHECK THE MEMORY SET SWITCH FOR AN OPEN

- Connect: Memory Set Switch C503.
- Using the following table, measure the resistance between the DDM C501d pins, harness side and ground; while activating the indicated memory set switch button:

DDM Pin	Circuit	Memory Set Switch Button
10	8-AH31 (WH/RD)	MEMORY 1
11	8-AH32 (WH/BU)	MEMORY 2
25	8-AH27 (WH)	SET



- **Is the resistance less than 5 ohms when each button is pressed?**

Yes
GO to D8 .

No
INSTALL a new memory set switch. CLEAR the DTCs. REPEAT the self-test.

D8 CHECK FOR CORRECT DDM OPERATION

- Disconnect all DDM connectors.
- Check for:
  - corrosion
  - pushed-out pins
- Connect all DDM connectors and make sure they seat correctly.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**

Yes
INSTALL a new DDM. REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test.

No
The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test E: The Memory Mirror Is Inoperative Memory Set Switch LED

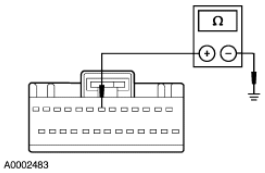
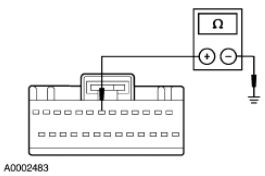
Normal Operation

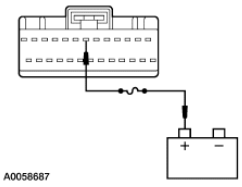
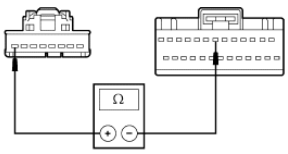
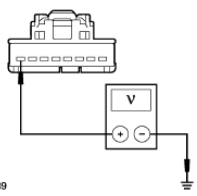
The driver door module (DDM) sends vehicle power (VPWR) to the memory set switch LED on circuit 7S-AH27 (YE) whenever the SET or memory buttons 1 or 2 are pressed. The memory set switch LED is grounded at all times by circuit 31-AH27 (BK). When the DDM sends VPWR to the memory set switch LED, it will illuminate.

Possible Causes

- circuits 7S-AH27 (YE) open, shorted to ground or power
- memory set switch
- DDM

PINPOINT TEST E: THE MEMORY MIRROR IS INOPERATIVE MEMORY SET SWITCH LED

Test Step	Result / Action to Take
E1 CHECK THE MEMORY SET SWITCH LED	
• Operate the memory set switch. • **Is the memory set switch LED always on?**	**Yes** GO to E6 . **No** GO to E2 .
E2 CHECK CIRCUIT 7S-AH27 (YE) FOR RESISTANCE	
• Disconnect: DDM C501d. • Measure the resistance between the DDM C501d-7, circuit 7S-AH27 (YE), harness side and ground.  A0002483 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to E4 . **No** GO to E3 .
E3 CHECK CIRCUIT 7S-AH27 (YE) FOR A SHORT TO GROUND	
• Disconnect: Memory Set Switch C503. • Measure the resistance between the DDM C501d-7, circuit 7S-AH27 (YE), harness side and ground.  A0002483 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new memory set switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

E4 CHECK THE DDM	
• Connect a fused (5A) jumper wire between the DDM C501d-7, circuit 7S-AH27 (YE), harness side and battery voltage.  A0058687 • **Did the memory set switch LED illuminate?**	**Yes** GO to E8 . **No** GO to E5 .
E5 CHECK CIRCUIT 7S-AH27 (YE) FOR AN OPEN	
• Disconnect: Memory Set Switch C503. • Measure the resistance between the memory set switch C503-8, circuit 7S-AH27 (YE), harness side and DDM C501d-7, circuit 7S-AH27 (YE), harness side.  A0058688 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new memory set switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
E6 CHECK THE DDM FOR AN INTERNAL SHORT TO VOLTAGE	
• Disconnect: DDM C501d. • **Did the memory set switch LED turn OFF?**	**Yes** GO to E8 . **No** GO to E7 .
E7 CHECK CIRCUIT 7S-AH27 (YE) FOR A SHORT TO VOLTAGE	
• Disconnect: Memory Set Switch C503. • Measure the voltage between the memory set switch C503-8, circuit 7S-AH27 (YE), harness side and ground.  A0058689 • **Is voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new memory set switch. CLEAR the DTCs. REPEAT the self-test.
E8 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test F: The Heated Exterior Mirror(s) Does Not Defrost

Normal Operation

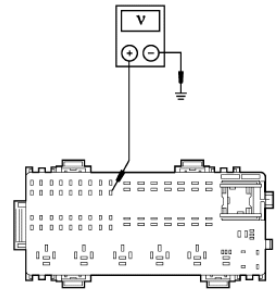
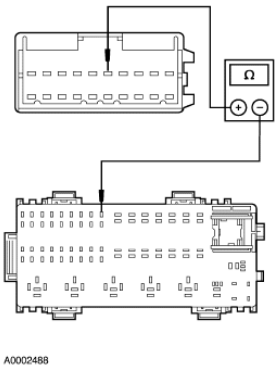
When the heated rear window is ON, the heated exterior mirrors receive power from the heated rear window relay through circuit 15S-DA13 (GN/YE) to circuit 15S-DC1 (GN/YE) through BJB fuse 9 (5A) to circuit 29S-HB1 (OG/YE) and are grounded through circuit 31-HB35 (BK/GN)(Left) and 31-HB36 (BK/RD)(Right).

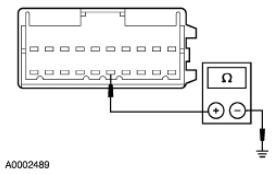
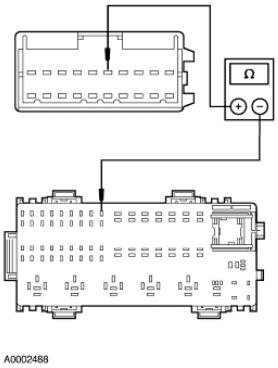
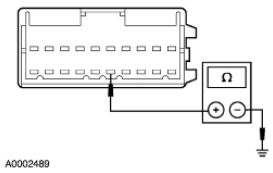
Possible Causes

- circuits 15S-DA13 (GN/YE), 15S-DC1 (GN/YE), 29-HB35 (OG/BK), 29-HB36 (OG/GN), 29S-HB1 (OG/YE), 31-HB35 (BK/GN) or 31-HB36 (BK/RD) open
- heated exterior mirror(s)
- BJB Fuse 9 (5A)

PINPOINT TEST F: THE HEATED EXTERIOR MIRROR DOES NOT DEFROST

Test Step	Result / Action to Take
F1 CHECK THE HEATED REAR WINDOW OPERATION	
• Select PARK. • Key in ON position. • Press the heated rear window switch to ON. • **Does the heated rear window defrost or warm up?**	**Yes** GO to F2 . **No** REFER to Glass, Frames and Mechanisms in this section to diagnose the heated rear window system.
F2 CHECK THE HEATED FUNCTION OF THE EXTERIOR MIRRORS	
• Check the heated function of the exterior mirrors. • **Is the heated function of both exterior mirrors inoperative?**	**Yes** GO to F3 . **No** For the driver exterior mirror, GO to F4 . For the passenger exterior mirror, GO to F6 .
F3 CHECK CIRCUIT 15S-DC1 (GN/YE) FOR VOLTAGE	

• Key in OFF position. • Disconnect: BJB Fuse 9 (5A). • Key in ON position. • Press the heated rear window switch to ON. • Measure the voltage between the BJB fuse 9 (5A) input pin, circuit 15S-DC1 (GN/YE), and ground.  A0002487 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit 29S-HB1 (OG/YE). TEST the system for normal operation. **No** REPAIR circuit 15S-DC1 (GN/YE). TEST the system for normal operation.
F4 CHECK CIRCUIT 29S-HB1 (OG/YE) FOR AN OPEN	
• Key in OFF position. • Disconnect: BJB Fuse 9 (5A). • Disconnect: Driver Exterior Mirror C520. • Measure the resistance between the driver exterior mirror C520-6, circuit 29-HB35 (OG/BK), harness side and the BJB fuse 9 (5A) output terminal, circuit 29S-HB1 (OG/YE).  A0002488 • **Is the resistance less than 5 ohms?**	**Yes** GO to F5 . **No** REPAIR circuit 29-HB35 (OG/BK). TEST the system for normal operation.
F5 CHECK CIRCUIT 31-HB35 (BK/GN) FOR AN OPEN	
• Measure the resistance between the driver exterior mirror C520-16, circuit 31-HB35 (BK/GN), harness side and ground.	**Yes** INSTALL a new driver exterior mirror. REFER to Exterior Mirror in this section. TEST the system for normal operation. **No**

 A0002489 • **Is the resistance less than 5 ohms?**	REPAIR the circuit. TEST the system for normal operation.
F6 CHECK CIRCUIT 29-HB36 (OG/GN) FOR AN OPEN	
• Key in OFF position. • Disconnect: BJB Fuse 9 (5A). • Disconnect: Passenger Exterior Mirror C601. • Measure the resistance between the passenger exterior mirror C601-6, circuit 29-HB36 (OG/GN), harness side and the BJB fuse 9 (5A) output terminal, circuit 29S-HB1 (OG/YE) .  A0002488 • **Is the resistance less than 5 ohms?**	**Yes** GO to F7 . **No** REPAIR circuit 29-HB36 (OG/GN). TEST the system for normal operation.
F7 CHECK CIRCUIT 31-HB36 (BK/RD) FOR AN OPEN	
• Measure the resistance between the passenger exterior mirror C601-16, circuit 31-HB36 (BK/RD), harness side and ground.  A0002489 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new passenger exterior mirror. REFER to Exterior Mirror Control Switch in this section. TEST the system for normal operation. **No** REPAIR circuit 31-HB36 (BK/RD). TEST the system for normal operation.

Glass, Frames and Mechanisms

Printable View (442 KB)

Refer to Wiring Diagrams Cell 56 for schematic and connector information.

Refer to Wiring Diagrams Cell 100 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052, or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage; refer to the following chart:

Visual Inspection Chart

Mechanical	Electrical
• Window regulator • Window run weatherstrip • Door window glass	• Battery junction box (BJB) fuse: ♦ 9 (5A) ♦ 19 (30A) ♦ 20 (20A) ♦ 22 (30A) ♦ 25 (40A) ♦ 26 (20A) ♦ 27 (30A) ♦ 29 (30A) ♦ 30 (20A) • Central junction box (CJB) fuse 7 (5A) • Underhood auxiliary junction box (AJB) fuse 13 (30A) • LH front window control switch • RH front, LH rear or RH rear window control switch(es) • Window motor(s)

	• DATC module • DDM • FEM • REM • Heated rear window grid • Heated wiper park grid • Circuitry

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP-, UBP or ISO circuit fault, all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for the DDM, DATC, FEM or REM; refer to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the DDM, DATC, FEM or REM.

7. If the DTCs retrieved are related to the concern, go to the DDM, FEM or REM Diagnostic Trouble Code (DTC) Index(es) to continue diagnostics.

8. If DTCs are retrieved that are not found in the following DDM, FEM or REM Diagnostic Trouble Code (DTC) Indexes, refer to the master DDM, FEM or REM Diagnostic Trouble Code (DTC) Indexes in Section 418-00 .

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

FEM Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU is Defective	FEM	CLEAR the DTC. REPEAT the FEM self-test. If DTC B1342 is retrieved, INSTALL a new FEM. REFER to Section 418-00 . REPEAT the self-test.
B1676	Battery Pack Voltage Out of Range	FEM	REFER to Section 414-00 .
B2214	Window Passenger Front Up Switch Short to Battery	FEM	Go To Pinpoint Test I .
B2215	Window Passenger Front Down Switch Circuit Short to Battery	FEM	Go To Pinpoint Test I .

B2477	Module Configuration Failure	FEM	REFER to Section 418-00 .

REM Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU is Defective	REM	CLEAR the DTC. REPEAT the REM self-test. If DTC B1342 is retrieved, INSTALL a new REM. REFER to Section 418-00 . REPEAT the self-test.
B1676	Battery Pack Voltage Out of Range	REM	REFER to Section 414-00 .
B2174	Window Driver Rear Remote Up Switch Short to Battery	REM	Go To Pinpoint Test J .
B2178	Window Driver Rear Remote Down Switch Short to Battery	REM	Go To Pinpoint Test J .
B2190	Window Passenger Rear Remote Up Switch Short to Battery	REM	Go To Pinpoint Test J .
B2194	Window Passenger Rear Remote Down Switch Short to Battery	REM	Go To Pinpoint Test J .
B2477	Module Configuration Failure	REM	REFER to Section 418-00 .

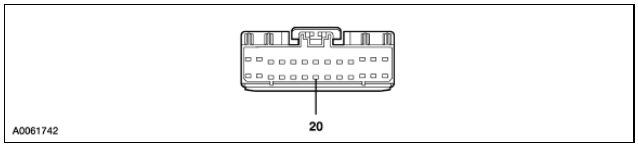
DDM Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU is Defective	DDM	CLEAR the DTC. REPEAT the self-test. If DTC B1342 is retrieved, INSTALL a new DDM. REFER to Section 418-00 . REPEAT the self-test.
B1416	Power Window LR Motor Circuit Short to Battery	DDM	Go To Pinpoint Test J .
B1424	Power Window RR Motor Circuit Short to Battery	DDM	Go To Pinpoint Test J .
B2477	Module Configuration Failure	DDM	REFER to Section 418-00 .

Symptom Chart

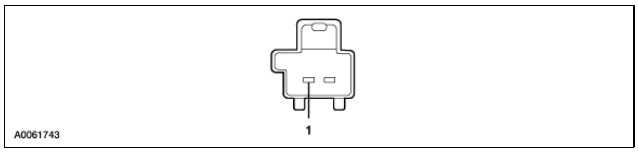
Symptom Chart
Connector Circuit Reference

Dual Automatic Temperature Control (DATC) Module C228b



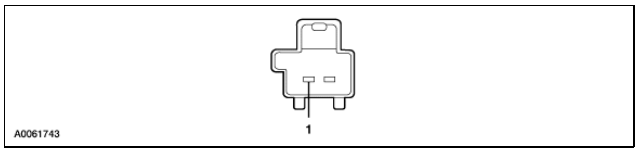
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
20	91S-HB7 (BN/RD) heated wiper park relay solenoid coil ground	10 volts or greater with heated wiper park OFF.

Heated Wiper Park C246



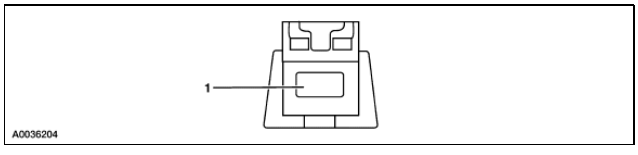
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	31-HB42 (BK/YE) heated wiper park grids ground	5 ohms or less to chassis ground.

Heated Wiper Park C247



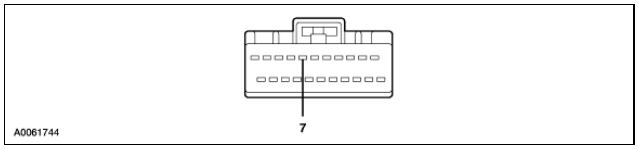
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	30S-HB42 (RD/YE) heated wiper park grids power feed	10 volts or greater with heated wiper park ON (C247 disconnected), 5 ohms or less between pin 87 of the heated wiper park relay and C247 (heated wiper park relay removed).

Heated Rear Window Power C402a



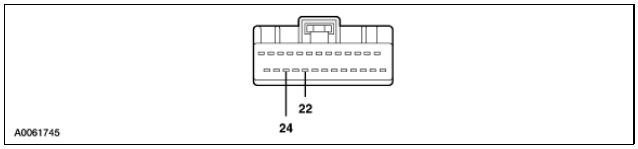
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	15S-HB19 (GN/BU) power to the heated rear window grid	10 volts or greater with key ON and heated rear window ON, 5 ohms or less between the heated rear window and relay (relay removed).

Rear Electronic Module (REM) C420b



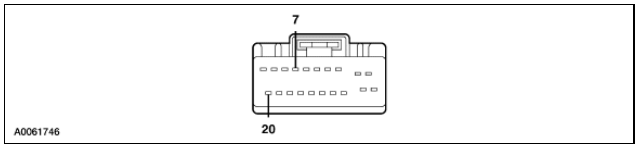
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	91S-HB23 (BN/WH) heated rear window relay solenoid ground	10 volts or greater with the heated rear window OFF, 5 ohms or less between connectors (both disconnected).

Rear Electronic Module (REM) C420c



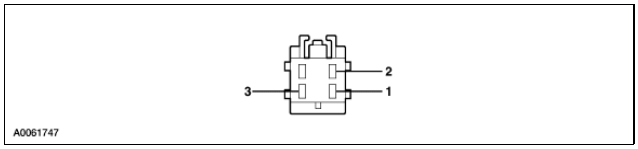
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
22	10-AJ14 (GY/VT) LH Rear window control switch DOWN command input	5 ohms or less between connectors, 10,000 ohms or greater between circuit 10-AJ14 (GY/VT) and ground.
24	8-AJ14 (WH/BU) LH rear window control switch UP command input	5 ohms or less between connectors, 10,000 ohms or greater between circuit 8-AJ14 (WH/BU) and ground.

Rear Electronic Module (REM) C420d



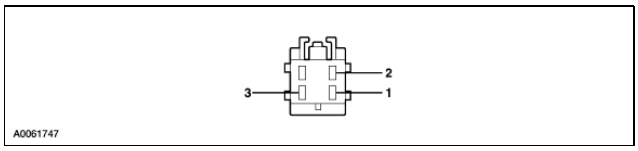
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	8-AJ24 (WH) RH rear window control switch UP command input	5 ohms or less between connectors, 10,000 ohms or greater between circuit 8-AJ24 (WH) and ground.
20	10-AJ24 (GY) RH rear window control switch DOWN command input	5 ohms or less between connectors, 10,000 ohms or greater between circuit 10-AJ24 (GY) and ground.

Rear Electronic Module (REM) C420f



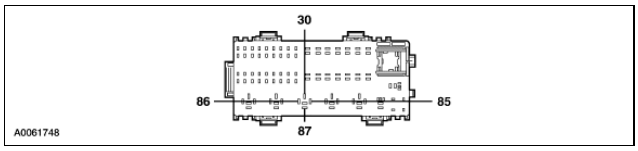
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	35-AJ13 (VT/BU) switched power/ground to LH rear window motor	10 volts or greater with LR window motor in one direction and 0 volts with window motor in opposite direction, 5 ohms or less between connectors, 10,000 ohms or greater between circuit 35-AJ13 (VT/BU) and ground.
2	34-AJ13 (BU/RD) switched ground/power to LH rear window motor	0 volts with window motor in one direction and 10 volts or greater in opposite direction, 5 ohms or less between connectors, 10,000 ohms or greater between circuit 34-AJ13 (BU/RD) and ground.
3	31-DK30 (BK/OG) dedicated ground for LH rear window motor	5 ohms or less to chassis ground.

Rear Electronic Module (REM) C420g



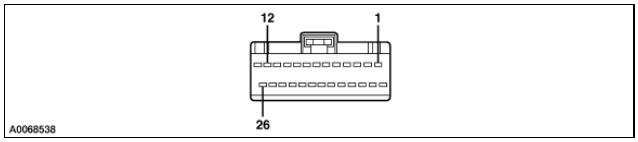
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	34-AJ23 (BU/OG) switched power/ground to RH rear window motor	10 volts or greater with RH rear window motor in one direction and 0 volts with window motor in opposite direction, 5 ohms or less between connectors, 10,000 ohms or greater between circuit 34-AJ23 (BU/OG) and ground.
2	31-DK30B (BK/OG) dedicated ground for RH rear window motor	5 ohms or less to chassis ground.
3	35-AJ23 (VT/WH) switched ground/power to RH rear window motor	0 volts with window motor in one direction and 10 volts or greater with window motor in opposite direction, 5 ohms or less between connectors, 10,000 ohms or greater between circuit 35-AJ23 (VT/WH) and ground.

Heated Rear Window Relay C443



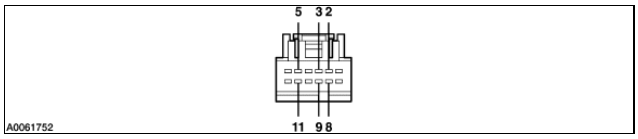
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
30	30-HB23B (RD/WH) heated rear window relay power input	10 volts or greater at all times, 5 ohms or less between BJB fuse 29 (30A) output cavity and heated rear window relay (BJB fuse 29 {30A} removed).
85	91S-HB23 (BN/WH) heated rear window relay solenoid ground	10 volts or greater between pin 85 and ground, 5 ohms or less between connectors (heated rear window relay removed).
86	30-HB23A (RD/WH) heated rear window relay solenoid power	10 volts or greater at all times, 5 ohms or less between heated rear window relay and BJB fuse 29 (30A) output cavity (BJB fuse 29 {30A} removed).
87	15S-DA13 (GN/YE) heated rear window relay power feed to heated rear window	10 volts or greater with key ON and heated rear window switch ON. 5 ohms or less between the heated rear window relay and the heated rear window grid (heated rear window relay removed).

Driver Door Module (DDM) 501d



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	10-AJ43 (GY/VT) DDM accessory delay circuit to LH and RH front window motor.	5 ohms or less between connectors, 10,000 ohms or greater between circuit 10-AJ43 (GY/VT) and ground.
12	7-AJ7 (YE/RD) power output to LH front window control switch	5 ohms or less between connectors, 10,000 ohms or greater between circuit 7-AJ7 (YE/RD) and ground.
26	8-AJ43 (WH/BU) DDM global open/close circuit to LH and RH front window motor.	5 ohms or less between connectors, 10,000 ohms or greater between circuit 8-AJ43 (WH/BU) and ground.

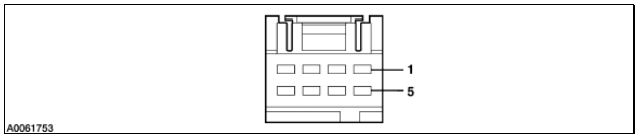
LH Front Window Control Switch C504a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	8-AJ56 (WH/GN) LH front window control switch AUTO input to RH front window motor	5 ohms or less between connectors, 10,000 ohms or greater between circuit 8-AJ56 (WH/GN) and ground.
3		

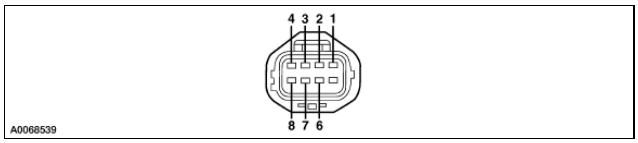
	7S-AJ47 (YE/BK) LH front window control switch UP input to the RH front window motor	5 ohms or less between connectors, 10,000 ohms or greater between circuit 7S-AJ47 (YE/BK) and ground.
5	7S-AJ40 (YE/GN) LH front window control switch DOWN input to the LH front window motor	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7S-AJ40 (YE/GN) and ground.
8	31-AJ7 (BK/BU) LH front window control switch ground	5 ohms or less between chassis ground, 10,000 ohms or greater between circuit 31-AJ7 (BK/BU) and ground.
9	7S-AJ48 (YE/VT) LH front window control switch DOWN input to the RH front window motor	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7S-AJ48 (YE/GN) and ground.
11	8-AJ42 (WH/GN) LH front window control switch AUTO input to the LH front window motor	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 8-AJ42 (WH/GN) and ground.

LH Front Window Control Switch C504b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	7-AJ7 (YE/RD) LH front window control switch power input	5 ohms or less between connectors, 10,000 ohms or greater between circuit 7-AJ7 (YE/RD) and ground.
5	7S-AJ41 (YE/BK) LH front window control switch UP input to the LH front window motor	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7S-AJ41 (YE/BK) and ground.

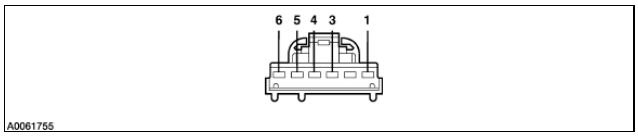
LH Front Window Motor C524



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-AJ42 (WH/GN) AUTO input from the LH front window control swuitch	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 8-AJ42 (WH/GN) and ground.
2	10-AJ43 (GY/VT) delayed accessory input to the LH front window motor	10 volts or greater with key ON, 5 ohms or less between the LH front window motor and the DDM (both connectors disconnected).
3	7S-AJ41 (YE/BK) UP command input from the LH front window control	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7S-AJ41 (YE/BK) and ground.

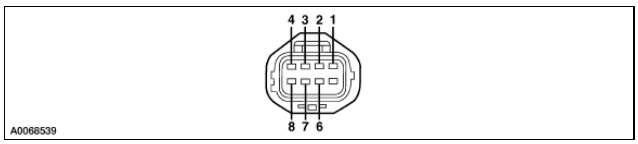
	switch	
4	7S-AJ40 (YE/GN) DOWN command input from the LH front window control switch	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7S-AJ40 (YE/GN) and ground.
6	8-AJ43B (WH/BU) Global open/close input to LH front window motor	5 ohms or less between connectors, 10,000 ohms or greater between circuit 8-AJ43B (WH/BU) and ground.
7	30-AJ80 (RD) B+ power to LH front window motor	10 volts or greater at all times, 5 ohms or less between the LH front window motor and the BJB fuse 20 (20A) output cavity (BJB fuse 20 {20A} removed).
8	31-AJ80 (BK) LH front window motor ground	5 ohms or less to chassis ground.

RH Front Window Control Switch C604



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	7S-AJ47B (YE/BK) UP command output from the RH front window control switch	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7S-AJ47 (YE/BK) and ground.
3	31-LH31 (BK) RH front window control switch ground	5 ohms or less to chassis ground.
4	8-AJ56B (WH/GN) RH front window control switch AUTO output	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 8-AJ56 (WH/GN) and ground.
5	7-AJ18 (YE/VT) power feed to RH front window control switch from the REM	5 ohms or less between the connectors (both disconnected), 10,000 ohms or greater between circuit 7-AJ18 (YE/VT) and ground.
6	7S-AJ48B (YE/VT) DOWN command from the RH front window control switch to the RH front window motor	5 ohms or less between the connectors (both disconnected), 10,000 ohms or greater between circuit 7S-AJ48 (YE/VT) and ground.

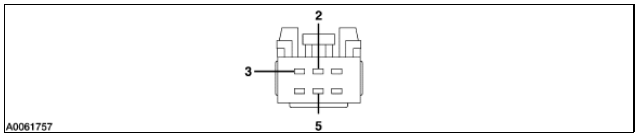
RH Front Window Motor C608



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-AJ56A (WH/GN) AUTO input to the RH front window motor	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 8-AJ56 (WH/GN) and ground.

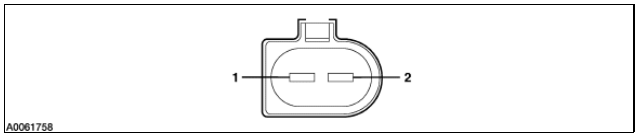
2	10-AJ43A (GY/YE) delayed accessory input to the RH front window motor	10 volts or greater with the key ON, 5 ohms or less between the RH front window motor and the DDM (both connectors disconnected).
3	7S-AJ47A (YE/BK) UP command input to the RH front window motor	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7S-AJ47 (YE/BK) and ground.
4	7S-AJ48A (YE/VT) DOWN command input to the RH front window motor	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7S-AJ48 (YE/VT) and ground.
6	8-AJ43A (WH/BU) global open/close input	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 8-AJ43A (WH/BU) and ground.
7	30-AJ71 (RD/YE) B+ power input to RH front window motor	10 volts or greater at all times, 5 ohms or less between the RH front window motor and the BJB fuse 26 (20A) output cavity, BJB fuse 26 (20A) removed.
8	31-AJ71 (BK/YE) RH front window motor ground	5 ohms or less to the chassis ground.

LH Rear Window Control Switch C701



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	10-AJ14 (GY/VT) DOWN command from the LH rear window control switch	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 10-AJ14 (GY/VT) and ground.
3	7-AJ14A (YE/BU) power input to LH rear window control switch from the REM	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7-AJ14A (YE/BU) and ground.
5	8-AJ14A (WH/BU) UP command from the LH rear window control switch	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 8-AJ14A (WH/BU) and ground.

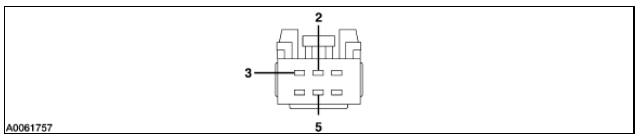
LH Rear Window Motor C703



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	35-AJ13 (VT/BU) switched power/ground to LH rear window motor	10 volts or greater with window motor in one direction and 0 volts with motor in opposite direction, 5 ohms or less between connectors, 10,000 ohms or greater between circuit 35-AJ13 (VT/BU) and ground (both connectors

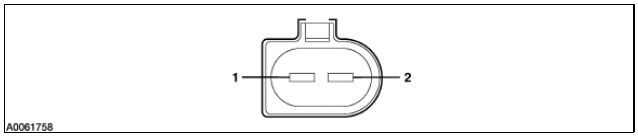
		disconnected).
2	34-AJ13 (BU/RD) switched ground/power to LH rear window motor	0 volts with window motor in one direction and 10 volts or greater with motor in opposite direction, 5 ohms or less between connectors, 10,000 ohms or greater between circuit 34-AJ13 (BU/RD) and ground (both connectors disconnected).

RH Rear Window Control Switch C801



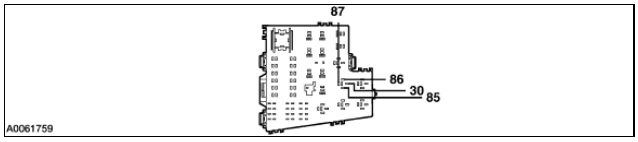
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	10-AJ24 (GY) RH rear window control switch DOWN command	5 ohms or less between connectors, 10,000 ohms or greater between circuit 10-AJ24 (GY) and ground.
3	7-AJ24 (YE) power input to the RH rear window control switch from the REM	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 7-AJ24 (YE) and ground (both connectors disconnected),
5	8-AJ24 (WH) UP command from the RH rear window control switch	5 ohms or less between the connectors, 10,000 ohms or greater between circuit 8-AJ24 (WH) and ground.

RH Rear Window Motor C803



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	35-AJ23 (VT/WH) switched power/ground to the RH rear window motor	10 volts or greater with the window motor in one direction and 0 volts with the motor in the opposite direction, 5 ohms or less between the REM and the RH rear window motor, 10,000 ohms or greater between circuit 35-AJ23 (VT/WH) and ground (both connectors disconnected).
2	34-AJ23 (BU/OG) switched ground/power to the RH rear window motor	0 volts with the window motor in one direction and 10 volts or greater with the motor in the opposite direction, 5 ohms or less between the REM and the RH rear window motor, 10,000 ohms or greater between circuit 34-AJ23 (BU/OG) and ground (both connecters disconnected).

Heated Wiper Park Relay C1014



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
30	30-HB8 (RD/OG) power input to the heated wiper park relay	10 volts or greater at all times, 5 ohms or less between the heated wiper park relay and the AJB fuse 13 (30A) output cavity (AJB fuse 13 {30A} removed).
85	91S-HB7 (BN/RD) heated wiper park relay solenoid ground	10 volts or greater with the heated wiper park OFF, 0 volts with the heated wiper park ON, 5 ohms or less between the connectors.
86	30-HB8A (RD/OG) power input to the heated wiper park relay solenoid	10 volts or greater at all times, 5 ohms or less between the heated wiper park relay and the AJB fuse 13 (30A) output cavity (AJB fuse 13 {30A} removed).
87	30S-HB42 (RD/YE) power output from the heated wiper park relay to the grids	10 volts or greater with the key ON and the heated wiper park relay ON, 5 ohms or less between the heated wiper park relay and the heated wiper park grids (heated wiper park relay removed).

Pinpoint Test G: All Power Windows Are Inoperative

Normal Operation

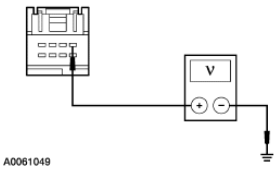
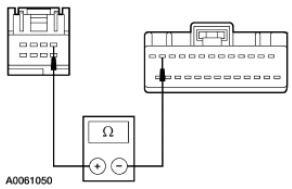
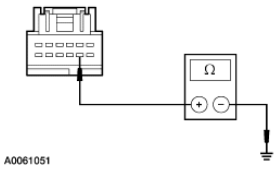
The LH front smart window motor receives power from the battery junction box (BJB) through circuit 30-AJ80 (RD) while the RH front smart window motor receives power from the BJB through circuit 30-AJ71 (RD/YE). The driver door module (DDM) provides a delayed accessory power to both smart motors through circuits 10-AJ43B and 10-AJ43A (GY/VT). This is only used by the smart motors as input logic. The LH front window control switch receives power from the driver door module (DDM) on circuit 7-AJ7 (YE/RD) and ground on circuit 31-AJ7 (BK/BU). When either of the smart motors receives an input from their respective window control switches, they operate in the commanded direction. Power from the BJB at all times is necessary for the global open/close feature to operate. The rear window motors are not smart motors, so they receive power from the REM, as per the command from their respective window control switches to the rear electronic module (REM). If the command originates from the LH front window control switch, the DDM will send a message over the standard corporate protocol (SCP) bus to the REM, which will command the correct window motor in the desired direction.

Possible Causes

- circuit 7-AJ7 (YE/RD) open
- circuit 31-AJ7 (BK/BU) open
- LH front window control switch
- DDM

PINPOINT TEST G: ALL POWER WINDOWS ARE INOPERATIVE

Test Step	Result / Action to Take

G1 CHECK CIRCUIT 7-AJ7 (YE/RD) FOR VOLTAGE	
• Key in OFF position. • Disconnect: LH Front Window Control Switch C504b. • Key in ON position. • Measure the voltage between the LH front window control switch C504b-1, circuit 7-AJ7 (YE/RD), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to G3 . **No** GO to G2 .
G2 CHECK CIRCUIT 7-AJ7 (YE/RD) FOR AN OPEN	
• Key in OFF position. • Disconnect: DDM C501d. • Measure the resistance between the LH front window control switch C504b-1, circuit 7-AJ7 (YE/RD), harness side and the DDM C501d-12, circuit 7-AJ7 (YE/RD), harness side  • **Is the resistance less than 5 ohms?**	**Yes** GO to G4 . **No** REPAIR the circuit. TEST the system for normal operation.
G3 CHECK CIRCUIT 31-AJ7 (BK/BU) FOR AN OPEN	
• Key in OFF position. • Disconnect: LH Front Window Control Switch C504a. • Measure the resistance between the LH front window control switch C504a-8, circuit 31-AJ7 (BK/BU), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new LH front window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

G4 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify if the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test.
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test H: A Single Power Window Is Inoperative LH Front

Normal Operation

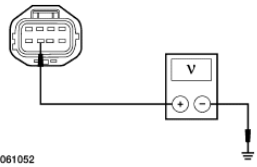
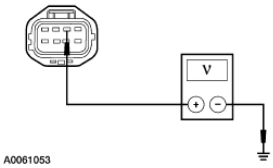
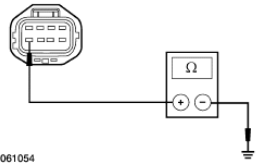
The LH front window smart motor receives power from the battery junction box (BJB) on circuit 30-AJ80 (RD) and ground from circuit 31-AJ80 (BK). A delayed accessory input is sent from the driver door module (DDM) to the LH front window smart motor on circuit 10-AJ43B (GY/VT) so the LH front window smart motor microprocessor can determine whether or not to allow window motor operation. The LH front window control switch sends a command over circuits 7S-AJ41 (YE/BK), 8-AJ42 (WH/GN) or 7S-AJ40 (YE/GN) to the LH front smart window motor to initiate operation.

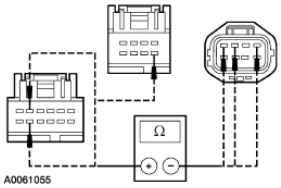
Possible Causes

- circuit 10-AJ43 (GY/VT) open or shorted to ground
- circuit 30-AJ80 (RD) open
- circuits 7S-AJ41 (YE/BK), 8-AJ42 (WH/GN) or 7S-AJ40 (YE/GN) open or shorted to ground
- circuit 31-AJ80 (BK) open
- battery junction box (BJB)
- LH front control switch
- LH front window motor
- DDM

PINPOINT TEST H: A SINGLE POWER WINDOW IS INOPERATIVE LH FRONT

Test Step	Result / Action to Take
H1 CHECK THE POWER TO THE WINDOW MOTOR	
NOTE: The LH front window motor is not on the mulitplex link. **NOTE:** A new LH front window motor will be in the proportional up/down mode until initialized. Refer to Door Window Motor Initialization in this section. **NOTE:** The LH front window motor must be initialized whenever: the motor is removed from the window regulator, a new window motor is installed, a new window regulator is installed, a new window glass is installed, a new top run is installed and any operation in which grease or lubricants are applied to the window system. • Key in OFF position. • Disconnect: LH Front Window Motor C524. • Measure the voltage between the LH front window motor C524-7, circuit 30-AJ80 (RD), harness side and ground.	**Yes** GO to H2 . **No** REPAIR the circuit. INITIALIZE the LH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.

 A0061052 • **Is the voltage greater than 10 volts?**	
H2 CHECK THE LH FRONT WINDOW MOTOR DELAYED ACCESSORY POWER	
• Key in ON position. • Measure the voltage between the LH front window motor C524-2, circuit 10-AJ43B (GY/VT), harness side and ground.  A0061053 • **Is the voltage greater than 10 volts?**	**Yes** GO to H3 . **No** REPAIR the circuit. INITIALIZE the LH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.
H3 CHECK THE LH FRONT WINDOW MOTOR GROUND	
• Key in OFF position. • Measure the resistance between the LH front window motor C524-8, circuit 31-AJ80 (BK), harness side and ground.  A0061054 • **Is the resistance less than 5 ohms?**	**Yes** GO to H4 . **No** REPAIR the circuit. INITIALIZE the LH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.
H4 CHECK CIRCUITS 7S-AJ41 (YE/BK), 8-AJ42 (WH/GN) AND 7S-AJ40 (YE/GN) FOR AN OPEN	
• Disconnect: LH Front Window Control Switch C504a, C504b. • Measure the resistance between the LH front window control switch C504a-5, circuit 7S-AJ40 (YE/GN), harness side and the LH front window motor C524-4, circuit 7S-AJ40 (YE/GN), harness side; and between LH front window control switch C504a-11, 8-AJ42 (WH/GN), harness side and the LH front window motor C524-1, circuit 8-AJ42 (WH/GN), harness side; and between the LH front window control switch C504b-5, circuit 7S-AJ41 (YE/BK), harness side and the LH front window motor C524-3, circuit 7S-AJ41 (YE/BK), harness side.	**Yes** GO to H5 . **No** REPAIR the circuit(s) as necessary. INITIALIZE the LH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.

 • **Are the resistances less than 5 ohms?**	
H5 CHECK THE LH FRONT WINDOW CONTROL SWITCH	
• Carry out the window control switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the LH front window control switch pass the component test?**	**Yes** INSTALL a new LH front window motor. REFER to Door Window Glass Front in this section. INITIALIZE the LH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation. **No** INSTALL a new LH front window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation.

Pinpoint Test I: A Single Power Window Is Inoperative RH Front

Normal Operation

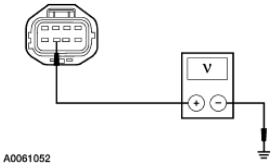
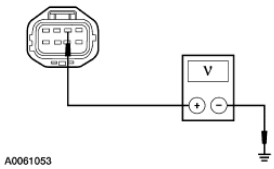
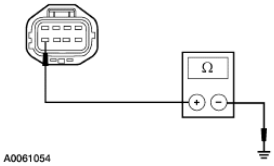
The RH front window smart motor receives power from the battery junction box (BJB) on circuit 30-AJ71 (RD/YE) and ground from circuit 31-AJ71 (BK/YE). A delayed accessory input is sent from the driver door module (DDM) to the RH front smart motor on circuit 10-AJ43A (GY/VT) so the RH front smart window motor microprocessor can determine whether or not to allow window motor operation. The RH front window control switch sends a command over circuits 7S-AJ47B (YE/BK), 8-AJ56B (WH/GN) or 7S-AJ48B (YE/VT) to the RH front smart window motor to initiate operation.

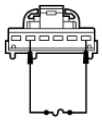
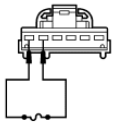
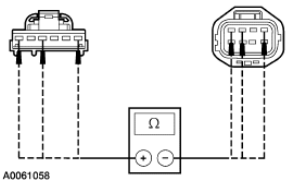
Possible Causes

- circuit 30-AJ71 (RD/YE) open
- circuits 7S-AJ47B (YE/BK), 8-AJ56B (WH/GN) or 7S-AJ48B (YE/VT) open or shorted to ground
- circuit 31-AJ71 (BK/YE) open
- battery junction box (BJB)
- LH front window control switch
- RH front window control switch
- LH front window motor
- DDM

PINPOINT TEST I: A SINGLE POWER WINDOW IS INOPERATIVE RH FRONT

Test Step	Result / Action to Take

I1 CHECK THE POWER TO THE WINDOW MOTOR	
NOTE: The RH front window motor is not on the multiplex link. **NOTE:** A new RH front window motor will be in the proportional up/down mode until initialized. Refer to Door Window Motor Initialization in this section. **NOTE:** The RH front window motor must be initialized whenever: the motor is removed from the window regulator, a new window motor is installed, a new window regulator is installed, a new window glass is installed, a new top run is installed and any operation in which grease or lubricants are applied to the window system. • Key in OFF position. • Disconnect: RH Front Window Motor C608. • Measure the voltage between the RH front window motor C608-7, circuit 30-AJ71 (RD/YE), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to I2 . **No** REPAIR the circuit. INITIALIZE the RH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.
I2 CHECK THE RH FRONT WINDOW MOTOR DELAYED ACCESSORY POWER	
• Key in ON position. • Measure the voltage between the RH front window motor C608-2, circuit 10-AJ43A (GY/VT), harness side and ground.  • **Is the voltage greter than 10 volts?**	**Yes** GO to I3 . **No** REPAIR the circuit. INITIALIZE the RH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.
I3 CHECK THE RH FRONT WINDOW MOTOR GROUND	
• Key in OFF position. • Measure the resistance between the RH front window motor C608-8, circuit 31-AJ71 (BK/YE), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to I4 . **No** REPAIR the circuit. INITIALIZE the RH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.
I4 CHECK THE RH FRONT WINDOW MOTOR	

• Key in OFF position. • Disconnect: RH Front Window Control Switch C604. • Key in ON position. • Connect a fused (5A) jumper wire between the RH front window control switch C604-1, circuit 7S-AJ47B (YE/BK), harness side and the RH front window control switch C604-5, circuit 7-AJ18 (YE/VT), harness side. The window should operate in the UP direction.  A0068542 • Connect a fused (5A) jumper wire between the RH front window control switch C604-6, circuit 7S-AJ48B (YE/VT), harness side and the RH front window control switch C604-5, circuit 7-AJ18 (YE/VT), harness side. The window should operate in the DOWN direction.  A0068543 • **Does the window operate correctly?**	**Yes** INSTALL a new RH front window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation. **No** GO to I5 .
I5 CHECK CIRCUITS 7S-AJ47B (YE/BK), 8-AJ56B (WH/GN) AND 7S-AJ48B (YE/VT) FOR AN OPEN	
• Key in OFF position. • Disconnect: RH Front Window Motor C608. • Measure the resistance between the RH front window control switch C604-1, circuit 7S-AJ47B (YE/BK), harness side and the RH front window motor C608-3, circuit 7S-AJ47A (YE/BK), harness side; and between the RH front window control switch C604-4, circuit 8-AJ56B (WH/GN), harness side and the RH front window motor C608-1, circuit 8-AJ56 (WH/GN), harness side; and between the RH front window control switch C604-6, circuit 7S-AJ48B (YE/VT), harness side and the RH front window motor C608-4, circuit 7S-AJ48A (YE/VT), harness side.  A0061058 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new RH front window motor. REFER to Door Window Glass Front in this section. INITIALIZE the RH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation. **No** REPAIR the circuit(s) as necessary. INITIALIZE the RH front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test J: A Single Power Window Is Inoperative LH Rear or RH Rear

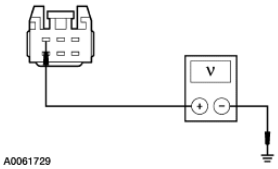
Normal Operation

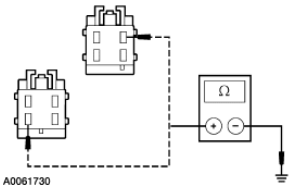
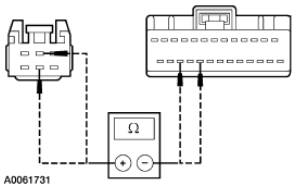
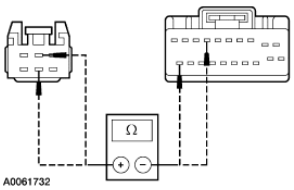
The LH rear and RH rear window control switches receive a power input from the rear electronic module (REM) on circuit 7-AJ14A (YE/BU) (LH rear) and circuit 7-AJ24 (YE) (RH rear). The LH rear window control switch sends a passenger input command to the REM over circuits 8-AJ14 (WH/BU) (UP) and 10-AJ14 (GY/VT) (DOWN) while the RH rear window control switch sends a passenger input command to the REM over circuits 8-AJ24 (WH) (UP) and 10-AJ24 (GY) (DOWN). The REM appropriately applies power and ground over the LH rear window motor circuits 35-AJ13 (VT/BU) and 34-AJ13 (BU/RD) and over the RH rear window motor circuits 35-AJ23 (VT/WH) and 34-AJ23 (BU/OG) in order to operate the correct window motor in the commanded direction. These window motors are not smart motors and therefore have only proportional up/down operation with no one-touch feature.

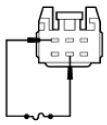
Possible Causes

- Circuits 7-AJ14 (YE/BU), 7-AJ24 (YE), 8-AJ14A (WH/BU), 8-AJ24 (WH), 10-AJ14A (GY/VT), 10-AJ24 (GY), 31-DK30 (BK/OG), 34-AJ13 (BU/RD), 34-AJ23 (BU/OG), 35-AJ13 (VT/BU) or 35-AJ23 (VT/WH) open
- LH rear or RH rear window control switch
- LH rear or RH rear window motor
- REM

PINPOINT TEST J: A SINGLE POWER WINDOW IS INOPERATIVE LH REAR OR RH REAR

Test Step	Result / Action to Take
J1 CHECK THE VOLTAGE TO THE LR OR RR WINDOW CONTROL SWITCH	
• Key in OFF position. • Disconnect: Inoperative Rear Window Control Switch C701/C801. • Key in ON position. • **NOTE:** Make certain the window lock-out switch is in the UNLOCK position. • Measure the voltage between the inoperative rear window control switch C701-3, circuit 7-AJ14 (YE/BU) (LH rear), harness side and ground or C801-3, circuit 7-AJ24 (YE) (RH rear), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to J2 . **No** REPAIR the circuit. TEST the system for normal operation.
J2 CHECK THE GROUNDS TO THE REM	
• Key in OFF position. • Disconnect: REM C420f, C420g. • Measure the resistance between the REM C420f-3, circuit 31-DK30 (BK/OG), harness side and ground; and between the REM C420g-2,	**Yes** GO to J3 . **No** REPAIR the circuit(s)

circuit 31-DK30 (BK/OG), harness side and ground.  • **Are the resistances less than 5 ohms?**	as necessary. TEST the system for normal operation.
J3 CHECK CIRCUITS 8-AJ14A (WH/BU), 10-AJ14A (GY/VT), 8-AJ24 (WH) AND 10-AJ24 (GY) FOR AN OPEN	
• Disconnect: REM C420c, C420d. • **NOTE:** If the LH rear window motor is inoperative, follow Step 2. If the RH rear window motor is inoperative, follow Step 3. • Measure the resistance (if the LH rear window motor is inoperative) between the LH rear window control switch C701-5, circuit 8-AJ14A (WH/BU), harness side and the REM C420c-24, circuit 8-AJ14A (WH/BU), harness side; and between the LH rear window control switch C701-2, circuit 10-AJ14 (GY/VT), harness side and the REM C420c-22, circuit 10-AJ14A (GY/VT), harness side.  • Measure the resistance (if the RH rear window motor is inoperative) between the RH rear window control switch C801-5, circuit 8-AJ24 (WH), harness side and the REM C420d-7, circuit 8-AJ24 (WH), harness side and between the RH rear window control switch C801-2, circuit 10-AJ24 (GY), harness side and the REM C420d-20, circuit 10-AJ24 (GY), harness side.  • **Are the resistances less than 5 ohms?**	**Yes** GO to J4 . **No** REPAIR the circuit(s) as necessary. TEST the system for normal operation.
J4 CHECK THE INOPERATIVE WINDOW CONTROL SWITCH	
• Connect: REM C420c, C420d, C420f, C420g. • Key in ON position. • Connect a fused (5A) jumper wire between the inoperative window control switch C701/C801-3, circuit 7-AJ14 (YE/BU) (LH rear), harness side or circuit 7-AJ24 (YE) (RH rear), harness side and C701/C801-5, circuit 8-AJ14 (WH/BU) (LH rear), harness side or circuit 8-AJ24 (WH) (RH rear), harness side. The window motor should operate in the UP direction.	**Yes** INSTALL a new rear window control switch. TEST the system for normal operation. **No** GO to J5 .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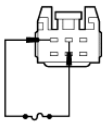
- Connect a fused (5A) jumper wire between the inoperative window control switch C701/C801-3, circuit 7-AJ14 (YE/BU) (LH rear), harness side or circuit 7-AJ24 (YE) (RH rear), harness side and C701/C801-2, circuit 10-AJ14 (GY/VT) (LH rear), harness side or circuit 10-AJ24 (GY) (RH rear), harness side. The window motor should operate in the DOWN direction.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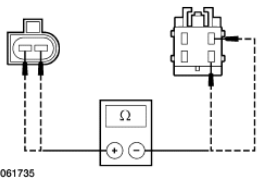
- **Does the window operate correctly?**

J5 CHECK THE INOPERATIVE WINDOW MOTOR CIRCUITS	
• Key in OFF position. • Disconnect: REM C420f, C420g. • Disconnect: Inoperative Window Motor C703/C803. • **NOTE:** If the LH rear window motor is inoperative, follow Step 4. If the RH rear window motor is inoperative, follow Step 5. • Measure the resistance between the LH rear window motor C703-1, circuit 35-AJ13A (VT/BU), harness side and the REM C420f-1, circuit 35-AJ13 (VT/BU), harness side and between C703-2, circuit 34-AJ13A (BU/RD), harness side and the REM C420f-2, circuit 34-AJ13 (BU/RD), harness side.	**Yes** INSTALL a new window motor. REFER to Door Window Glass Rear in this section. **No** REPAIR the circuit(s) as necessary. TEST the system for normal operation.



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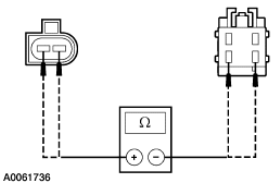
- Measure the resistance between the RH rear window motor C803-1, circuit 35-AJ23 (VT/WH), harness side and the REM C420g-3, circuit 35-AJ23 (VT/WH), harness side and between C803-2, circuit 34-AJ23 (BU/OG), harness side and the REM C420g-1, circuit 34-AJ23 (BU/OG), harness side.



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- **Are the resistances less than 5 ohms?**

Pinpoint Test K: The One-Touch Up/Down Feature Is Inoperative

Normal Operation

NOTE: Excessive bounce-back (bounce/back that occurs with no obstructions present) may indicate a non-initialized window motor.

NOTE: The front window motors must be initialized whenever: the motor is removed from the window regulator, a new motor is installed, a new window regulator is installed, a new window glass is installed, a glass top run removal and installation and when carrying out any operation in which grease or lubricants are applied to the window system. A new front window motor will be in a proportional up/down mode until initialized.

NOTE: If this procedure is only partially completed, the front window motor will remain non-initialized and only the proportional up/down functions will operate. A non-initialized window motor may allow one-touch down operation, but will NOT allow one-touch up operation.

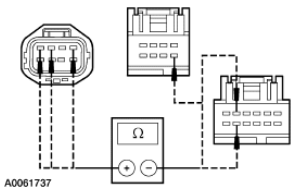
If the front window control switch is pressed (key ON) to the second detent, one-touch operation will occur in the commanded direction when power is sent from the front window control switch to the front window motor over circuit 8-AJ42 (WH/GN) (LF) or circuit 8-AJ56 (WH/GN) (RF).

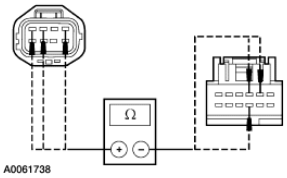
Possible Causes

- loss of B+ power (30-AJ80 {RD/OG} {LH front}, 30-AJ71 {RD/YE} {RH front}) to the smart window motor
- new smart window motor that has not been initialized
- new components that may affect the window travel
- window motor
- front window control switch

PINPOINT TEST K: THE ONE-TOUCH UP/DOWN FEATURE IS INOPERATIVE

Test Step	Result / Action to Take
K1 CHECK FOR POWER (B+) LOSS DURING FRONT WINDOW OPERATION	
NOTE: If window motor has one-touch-down operation with no one-touch-up operation and has been initialized, the smart window motor will need to be replaced and initialized. **NOTE:** The smart window motors are not on the multiplex link. **NOTE:** A new smart window motor will be in proportional up/down mode until initialized. Refer to Door Window Motor Initialization in this section. **NOTE:** The smart window motor must be initialized whenever: the motor has been removed, a new motor is installed, a new window regulator is installed, a new window glass is installed, a new top run is installed and when carrying out any operation in which grease or lubricants are applied to the window system. • Verify if power (B+) (circuit 30-AJ80 {RD/OG} {LH front}, circuit 30-AJ71 {RD/YE} (RH front})was lost during front window operation. • **Was power (B+) lost during front window operation?**	**Yes** RAISE the front window to the fully closed position. MAKE SURE the window glass stalls into the upper header seal. Normal functionality should resume. TEST the system for normal operation. **No** GO to K2 .
K2 INITIALIZE THE FRONT WINDOW MOTOR	
	Yes

• Key in ON position. • Carry out the front window motor initialization procedure. Refer to Door Window Motor Initialization in this section. • **Are the one-touch up/down functions operating correctly?**	Repair is complete. TEST the system for normal operation. **No** GO to K3 .
K3 CHECK THE FRONT WINDOW CONTROL SWITCH	
• Key in OFF position. • Disconnect: Front Window Control Switch. • Carry out the front window switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the front window control switch pass the component test?**	**Yes** GO to K4 . **No** INSTALL a new front window control switch. REFER to Window Control Switch in this section. TEST the system for normal operation.
K4 CHECK THE FRONT WINDOW SWITCH TO FRONT WINDOW MOTOR CIRCUITS	
• Disconnect: Front Window Motor C524/C608. • **NOTE:** For the LH Front window motor, follow Step 2 and for the RH Front window motor, follow Step 3. • Measure the resistance between the LH front window motor C524-3, circuit 7S-AJ41 (YE/BK), harness side and the LH front window control switch C504b-5, circuit 7S-AJ41 (YE/BK), harness side; and between the LH front window motor C524-1, circuit 8-AJ42 (WH/GN), harness side and the LH front window control switch C504a-11, circuit 8-AJ42 (WH/GN), harness side; and between the LH front window motor C524-4, circuit 7S-AJ40 (YE/GN), harness side and the LH front window control switch C504a-5, circuit 7S-AJ40 (YE/GN), harness side.  • Measure the resistance between the RH front window motor C608-3, circuit 7S-AJ47 (YE/BK), harness side and the RH front window control switch C504a-3, circuit 7S-AJ47 (YE/BK), harness side; and between the RH front window motor C608-1, circuit 8-AJ56 (WH/GN), harness side and the RH front window control switch C504a-2, circuit 8-AJ56 (WH/GN), harness side; and between the RH front window motor C608-4, circuit 7S-AJ48 (YE/VT), harness side and the RH front window control switch C504a-9, circuit 7S-AJ48 (YE/VT), harness side.	**Yes** INSTALL a new front window motor. REFER to Door Window Glass Front in this section. INITIALIZE the window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation. **No** REPAIR the circuit(s) as necessary. INITIALIZE the front window motor. REFER to Door Window Motor Initialization in this section. TEST the system for normal operation.

 • **Are the resistances less than 5 ohms?**	

Pinpoint Test L: The Global Open/Close Feature Does Not Operate Correctly

Normal Operation

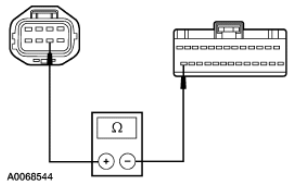
The LH and RH front window motors are energized by voltage on circuits 30-AJ80 (RD) and 31-AJ71 (RD/YE). The LH and RH front window motors are grounded through circuits 31-AJ80 (BK) and 31-AJ71 (BK/YE). When the global open/close feature is activated the DDM sends a signal via circuit 8-AJ43 (GY/VT) to the LH and RH front window motors. The global open/close feature will not function when the delayed accessory is active. The roof opening panel will perform global open/close with the windows (if equipped). A failure in the central locking system could cause the global open/close feature to be inoperative.

Possible Causes

- circuit 8-AJ43 (WH/BU) open
- circuit 8-AJ43A (WH/BU) open
- circuit 8-AJ43B (WH/BU) open
- driver door module (DDM)
- driver door lock cylinder switch

PINPOINT TEST L: THE GLOBAL OPEN/CLOSE FEATURE DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
L1 VERIFY ALL POWER DOOR LOCKS ARE OPERATIONAL	
• Operate all of the door locks with the door key. • **Do all of the door locks operate with the door key?**	**Yes** GO to L2 . **No** REFER to Section 501-14 to diagnose all door locks are inoperative from the driver door lock cylinder.
L2 CHECK CIRCUITS 8-AJ43 (WH/BU), 8-AJ43A (WH/BU) AND 8-AJ43B (WH/BU) FOR AN OPEN	
• **LH Front** • Disconnect: LH Front Window Motor C524. • Disconnect: RH Front Window Motor C608. • Disconnect: DDM C501d. • Measure the resistance between the LH front window motor C524-6, circuit 8-AJ43B (WH/BU), harness side and the DDM C501d-26, circuit 8-AJ43 (WH/BU), harness side and between the RH front window motor C608-6, circuit 8-AJ43A (WH/BU), harness side and the DDM C501d-26, circuit 8-AJ43 (WH/BU), harness side.	**Yes** INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

 • **Is the resistance less than 5 ohms on all circuits?**	

Pinpoint Test M: The Defrost System Is Inoperative

Normal Operation

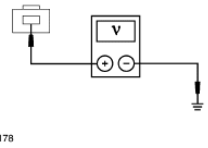
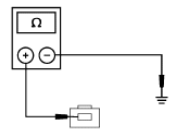
The heated rear window relay coil is grounded by the rear electronic module (REM) when the module receives an SCP bus signal from the (dual automatic temperature control (DATC) module to turn on the heated rear window. Since the heated rear window relay has battery power to it at all times on circuits 30-HB23A (RD/WH) and 30-HB23B (RD/WH), when the REM grounds the relay coil and closes the relay, it supplies power to the heated rear window over circuit 15S-DA13 (GN/YE) to circuit 15S-HB19 (GN/BU).

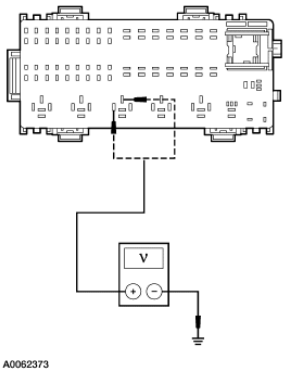
Possible Causes

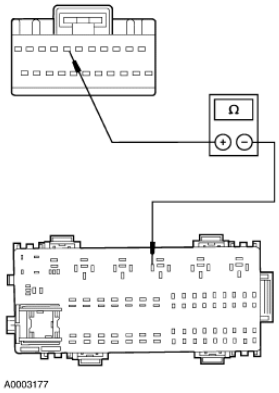
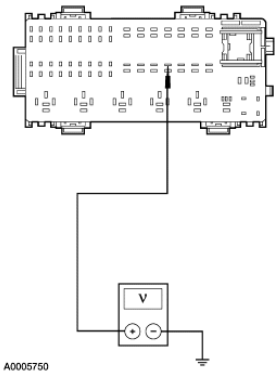
- circuit 15S-DA13 (GN/YE), 15S-HB19 (GN/BU) open
- heated rear window relay
- battery junction box (BJB)
- DATC module
- REM

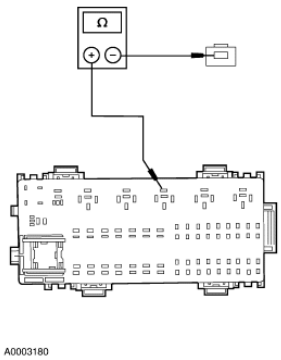
PINPOINT TEST M: THE DEFROST SYSTEM IS INOPERATIVE

Test Step	Result / Action to Take
M1 CHECK THE REM DTCS	
• Retrieve the recorded results from the REM self-test. • **Are any REM DTCs recorded?**	**Yes** REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to M2 .
M2 CHECK THE REM OUTPUT	
• Connect the diagnostic tool. • Key in ON position. • Trigger the REM active command R DEF RLY to ON then OFF while listening for the heated rear window relay to click. • **Did the heated rear window relay click when activated ON and OFF?**	**Yes** GO to M3 . **No** GO to M6 .
M3 CHECK THE HEATED REAR WINDOW POWER	

• Key in OFF position. • Disconnect: Heated Rear Window C402a. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: • Trigger the REM active command R DEF RLY to ON. • Measure the voltage between the heated rear window C402a, circuit 15S-HB19 (GN/BU), harness side and ground.  A0003178 • **Is the voltage greater than 10 volts?**	**Yes** GO to M4 . **No** GO to M10 .
M4 CHECK THE HEATED REAR WINDOW GROUND	
• Key in OFF position. • Disconnect: Heated Rear Window Ground Connector. • Measure the resistance between the heated rear window ground connector, circuit (BK) harness side and ground.  A0003179 • **Is the resistance less than 5 ohms?**	**Yes** GO to M5 . **No** REPAIR the circuit. TEST the system for normal operation.
M5 CHECK THE HEATED REAR WINDOW GRID	
• Carry out the grid wire component test. Refer to Component Tests in this section. • **Did the heated rear window grid pass the component test?**	**Yes** INSTALL a new DATC module, REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test. If the heated rear window is still inoperative, INSTALL a new REM, REFER to Section 418-00 for the installation and removal procedure. REPEAT the self-test. TEST the system for normal operation. **No** REPAIR the heated rear window grid, REFER to Lead Terminal Repair in this section. TEST the system for normal operation.
M6 CHECK THE POWER SUPPLY TO THE HEATED REAR WINDOW RELAY	

• Key in OFF position. • Disconnect: Heated Rear Window Relay C443. • Key in ON position. • Measure the voltage between the heated rear window relay C443-86, circuit 30-HB23A (RD/WH), harness side and ground; and between the heated rear window relay C443-30, circuit 30-HB23B (RD/WH), harness side and ground.  A0062373 • **Are the voltages greater than 10 volts?**	**Yes** GO to M7 . **No** GO to M9 .
M7 CHECK THE HEATED REAR WINDOW RELAY	
• Check the heated rear window relay. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the heated rear window relay pass the component test?**	**Yes** GO to M8 . **No** INSTALL a new heated rear window relay. TEST the system for normal operation.
M8 CHECK CIRCUIT 91S-HB23 (BN/WH) FOR AN OPEN	
• Key in OFF position. • Disconnect: REM C420b. • Measure the resistance between the REM C420b-7, circuit 91S-HB23 (BN/WH), harness side and the heated rear window relay C443-85, circuit 91S-HB23 (BN/WH), harness side.	**Yes** INSTALL a new DATC module, REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test. If the heated rear window is still inoperative, INSTALL a new REM, REFER to Section 418-00 for the removal and installation procedure. REPEAT the self-test. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

 A0003177 • **Is the resistance less than 5 ohms?**	
M9 CHECK CIRCUIT 30-HB23 (RD/WH) FOR AN OPEN	
• Key in OFF position. • Disconnect: BJB Fuse 29 (30A). • Measure the voltage between the BJB fuse 29 (30A) input cavity and ground.  A0005750 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit 30-HB23 (RD/WH). TEST the system for normal operation. **No** REPAIR the BJB input circuit. TEST the system for normal operation.
M10 CHECK CIRCUIT 15S-HB19 (GN/BU) FOR AN OPEN	
• Key in OFF position. • Disconnect: Heated Rear Window Relay C443. • Measure the resistance between the heated rear window C402a, circuit 15S-HB19 (GN/BU) harness side and the heated rear window relay C443-87, circuit 15S-DA13 (GN/YE), harness side.	**Yes** GO to M11 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0003180 • **Is the resistance less than 5 ohms?**	
M11 CHECK THE HEATED REAR WINDOW RELAY	
• Check the heated rear window relay. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the heated rear window relay pass the component test?**	**Yes** REPAIR circuit 30-HB23 (RD/WH). TEST the system for normal operation. **No** INSTALL a new heated rear window relay. TEST the system for normal operation.

Pinpoint Test N: The Defrost System Will Not Shut Off Automatically

Normal Operation

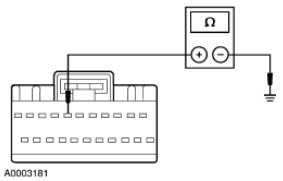
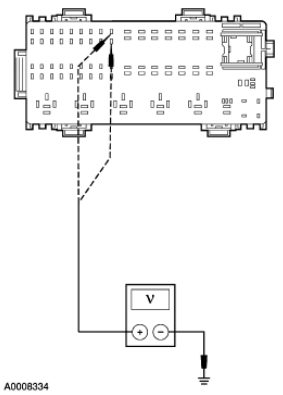
The heated rear window relay coil stays grounded by the rear electronic module (REM) for approximately ten minutes, after which the REM will remove the ground to circuit 91S-HB23 (BN/WH), thereby opening the heated rear window relay. This will disconnect the power from circuits 15S-DA13 (GN/YE) / 15S-HB19 (GN/BU), which power the heated rear window.

Possible Causes

- circuit 91S-HB23 (BN/WH) short to ground
- circuits 15S-DA13 (GN/YE), 15S-HB19 (GN/BU) short to voltage
- heated rear window relay
- REM
- DATC module

PINPOINT TEST N: THE DEFROST SYSTEM WILL NOT SHUT OFF AUTOMATICALLY

Test Step	Result / Action to Take
N1 CHECK THE REM DTCS	
• Retrieve the recorded results from the REM self-test. • **Are any REM DTCs recorded?**	**Yes** REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to N2 .
N2 CHECK FOR A STICKING HEATED REAR WINDOW RELAY	

• Key in OFF position. • Disconnect: Heated Rear Window Relay C443. • Key in ON position. • **Is the heated rear window off?**	**Yes** GO to N3 . **No** GO to N5 .
N3 CHECK THE HEATED REAR WINDOW RELAY	
• Key in OFF position. • Check the heated rear window relay. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the heated rear window relay pass the component test?**	**Yes** GO to N4 . **No** INSTALL a new heated rear window relay. TEST the system for normal operation.
N4 CHECK CIRCUIT 91S-HB23 (BN/WH) FOR A SHORT TO GROUND	
• Disconnect: REM C420b. • Measure the resistance between the REM C420b-7, circuit 91S-HB23 (BN/WH), harness side and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new REM. REFER to Section 418-00 for the removal and installation procedure. TEST the system for normal operation. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. TEST the system for normal operation.
N5 CHECK CIRCUITS 15S-DC1 (GN/YE), 29S-HB1 (OG/YE) FOR A SHORT TO POWER	
• Key in OFF position. • Disconnect: BJB Fuse 9 (5A). • Key in ON position. • Measure the voltage between the BJB fuse 9 (5A) input cavity, circuit 15S-DC1 (GN/YE) and ground; and between the BJB fuse 9 (5A) output cavity, circuit 29S-HB1 (OG/YE) and ground.  	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** REPAIR circuit 29S-HB1 (OG/YE). TEST the system for normal operation.

• **Does circuit 15S-DC1 (GN/YE) have greater than 10 volts?**	

Pinpoint Test O: The Defrost System Is Inoperative Heated Wiper Park

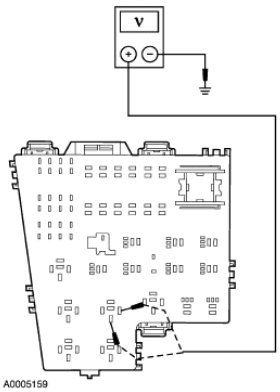
Normal Operation

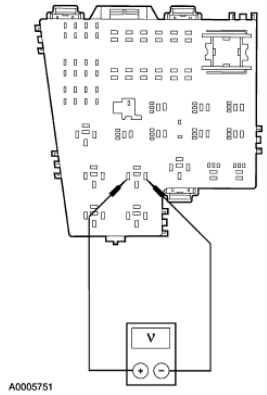
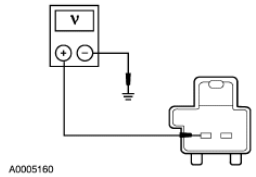
The heated wiper park relay is powered by the auxiliary junction box (AJB) fuse 13 (30A) through circuits 30-HB8 (RD/OG) and 30-HB8A (RD/OG). When the heated wiper park button on the DATC module is pressed (or when the ambient temperature falls below 3° Celsius {38° Fahrenheit}), the module will ground circuit 91S-HB7 (BK/BU), closing the heated wiper park relay. This will allow power to flow through circuit 30S-HB42 (RD/YE) to the heated wiper park grids in the windshield.

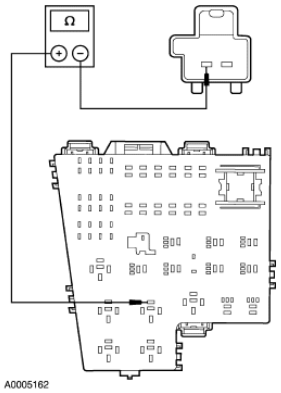
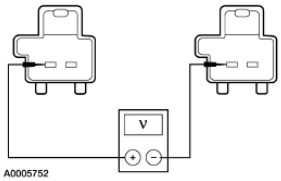
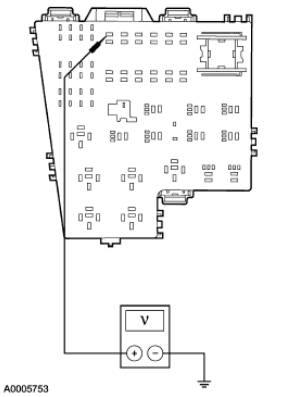
Possible Causes

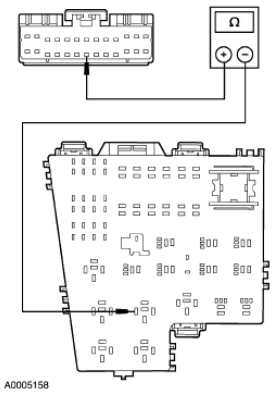
- circuits 30S-HB42 (RD/YE), 91S-HB7 (BK/BU), 30-HB8 (RD/OG), 31-HB42 (BK/YE) open
- heated wiper park relay
- DATC module
- heated wiper park grids
- DATC module

PINPOINT TEST O: THE DEFROST SYSTEM IS INOPERATIVE HEATED WIPER PARK

Test Step	Result / Action to Take
O1 CHECK THE POWER TO THE HEATED WIPER PARK RELAY	
• Key in OFF position. • Disconnect: Heated Wiper Park Relay C1014. • Measure the voltage between the heated wiper park relay C1014-86, circuit 30-HB8A (RD/OG), harness side and ground; and between the heated wiper park relay C1014-30, circuit 30-HB8 (RD/OG), harness side and ground.  • **Are both voltages greater than 10 volts?**	**Yes** GO to O2 . **No** GO to O6 .
O2 CHECK THE SWITCHED GROUND FROM THE DATC MODULE	

• Key in ON position. • Press the heated wiper park switch to the ON position. • Measure the voltage between the heated wiper park relay C1014-85, circuit 91S-HB7 (BK/BU), harness side and the heated wiper park relay C1014-86, circuit 30-HB8A (RD/OG), harness side.  • **Is the voltage greater than 10 volts?**	**Yes** GO to O3 . **No** GO to O7 .
O3 CHECK THE HEATED WIPER PARK RELAY OUTPUT	
• Key in OFF position. • Connect: Heated Wiper Park Relay C1014. • Disconnect: Heated Wiper Park C247. • Key in ON position. • Operate the heated wiper park switch to the ON position. • Measure the voltage between the heated wiper park C247-1, circuit 30S-HB42 (RD/YE), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to O5 . **No** GO to O4 .
O4 CHECK CIRCUIT 30S-HB42 (RD/YE) FOR AN OPEN	
• Key in OFF position. • Disconnect: Heated Wiper Park Relay C1014. • Measure the resistance between the heated wiper park relay C1014-87, circuit 30S-HB42 (RD/YE), harness side and the heated wiper park C247-1, circuit 30S-HB42 (RD/YE), harness side.	**Yes** INSTALL a new heated wiper park relay. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

 A0005162 • **Is the resistance less than 5 ohms?**	
O5 CHECK THE HEATED WIPER PARK GROUND	
• Key in OFF position. • Disconnect: Heated Wiper Park C246. • Key in ON position. • Operate the heated wiper park switch to the ON position. • Measure the voltage between the heated wiper park C247-1, circuit 30S-HB42 (RD/YE), harness side the heated wiper park C246-1, circuit 31-HB42 (BK/YE), harness side.  A0005752 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new windshield. REFER to Windshield Glass in this section. TEST the system for normal operation. **No** REPAIR circuit 31-HB42 (BK/YE). TEST the system for normal operation.
O6 CHECK THE UNDERHOOD AJB FOR POWER	
• Disconnect: Underhood AJB Fuse 13 (30A). • Measure the voltage between the underhood AJB fuse 13 (30A) input cavity, and ground.  A0005753 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit 30-HB8 (RD/OG). TEST the system for normal operation. **No** REPAIR the underhood AJB input circuit. TEST the system for normal operation.
O7 CHECK CIRCUIT 91S-HB7 (BN/RD) FOR AN OPEN	

• Key in OFF position. • Disconnect: DATC Module C228b. • Measure the resistance between the heated wiper park relay C1014-85, circuit 91S-HB7 (BN/RD), harness side and the DATC module C228b-20, circuit 91S-HB7 (BN/RD), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DATC module. REFER to Section 418-00 for the removal and installation procedure. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test P: The Defrost System Will Not Shut Off Automatically Heated Wiper Park

Normal Operation

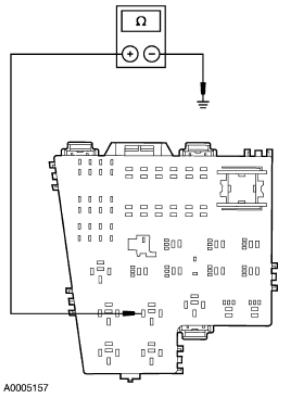
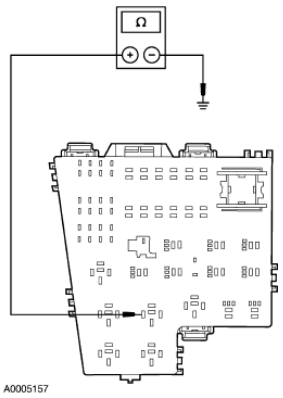
The heated wiper park relay is powered by the auxiliary junction box (AJB) fuse 13 (30A) through circuit 30-HB8 (RD/OG). When the heated wiper park button on the DATC module is pressed (or when the ambient temperature falls below 3° Celsius {38° Fahrenheit}), the module will ground circuit 91S-HB7 (BN/RD), closing the heated wiper park relay. This will allow power to flow through circuit 30S-HB42 (RD/YE) to the heated wiper park grids in the windshield. The system can be manually switched off, or it will automatically switch off when the ambient temperature rises above 3° Celsius (38° Fahrenheit).

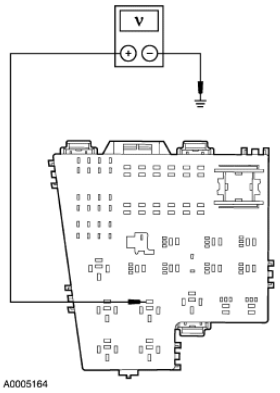
Possible Causes

- circuit 91S-HB7 (BN/RD) shorted to ground
- circuit 30S-HB42 (RD/YE) shorted to voltage
- heated wiper park relay
- DATC module

PINPOINT TEST P: THE DEFROST SYSTEM WILL NOT SHUT OFF AUTOMATICALLY HEATED WIPER PARK

Test Step	Result / Action to Take
P1 CHECK FOR A SHORTED CONTROL CIRCUIT	
• Key in OFF position. • Disconnect: Heated Wiper Park Relay C1014. • Measure the resistance between the heated wiper park relay C1014-85, circuit 91S-HB7 (BN/RD), harness side and ground.	**Yes** GO to P3 . **No** GO to P2 .

 A0005157 • **Is the resistance greater than 10,000 ohms?**	
P2 CHECK CIRCUIT 91S-HB7 (BN/RD) FOR A SHORT TO GROUND	
• Disconnect: DATC Module C228b. • Measure the resistance between the heated wiper park relay C1014-85, circuit 91S-HB7 (BN/RD), harness side and ground.  A0005157 • **Is the resistance greater 10,000 ohms?**	**Yes** INSTALL a new DATC module. REFER to Section 418-00 for the removal and installation procedure. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal oepration.
P3 CHECK CIRCUIT 30S-HB42 (RD/YE) FOR A SHORT TO BATTERY	
• Key in ON position. • Measure the voltage between the heated wiper park relay C1014-87, circuit 30S-HB42 (RD/YE), harness side and ground.	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** INSTALL a new heated wiper park relay. TEST the system for normal operation.

 • **Is the voltage greater than 10 volts?**	

Wipers and Washers

Printable View (246 KB)

Refer to Wiring Diagrams Cell 81 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable
ST1138-A	Flex Probe Kit 105-R025B or equivalent
ST1453-A	SABRE Premium Battery and Electrical System Tester 010-00736 or equivalent

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Hoses to windshield washer pump • Wiper linkage	• Auxiliary junction box (AJB) fuse 20 (30A) • Central junction box (CJB) fuse(s): ♦ 12 (5A) ♦ 26 (5A) • Circuitry • Front electronic module (FEM) • Multifunction switch • Rain sensor module • Wiper motor • Washer pump

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the tool menu. If the diagnostic does not communicate with the vehicle.
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP- , UBP or ISO circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 to continue module communication diagnosis
   - No response/not equipped for front electronic module (FEM), refer to section Section 418-00 to continue module communication diagnosis.
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self test for the FEM.

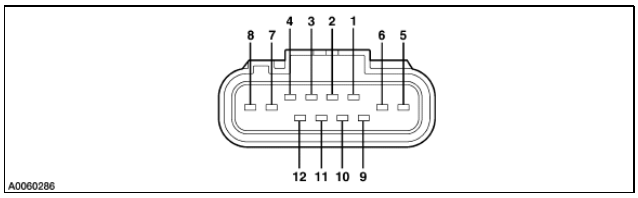
7. If the DTCs retrieved are related to the concern, go to the FEM Diagnostic Trouble Code (DTC) Index.

8. If no DTCs related to the concern are retrieved, proceed to the GO to Symptom Chart .

Symptom Chart

Symptom Chart
Connector Circuit Reference

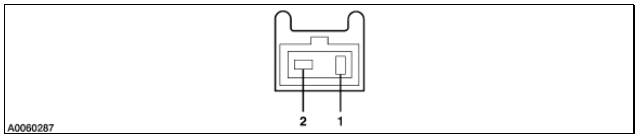
Windshield Wiper Motor C125



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-KA11 (WH/BK) high speed wiper command input	10,000 ohms or greater to chassis ground or 0 volts.
2	8-KA5 (WH/BK) wiper motor headlamp command output ground signal	10,000 ohms or greater to chassis ground or 0 volts.
3	91-KA8 (BN/RD) logic ground	5 ohms or less to chassis ground.
4	8-KA41 (WH/GN) wiper motor rain sensor input V+BATT	10,000 ohms or greater to chassis ground or 10 volts.
5	30-KA8 (RD/BU) V+ BATT	10,000 ohms or greater to chassis ground or 10 volts.

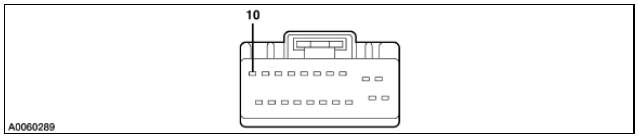
6	31-KA8 (BK/BU) wiper motor ground	5 ohms or less to chassis ground or 0 volts.
7	75S-KA7 (YE/VT) washer pump output	10,000 ohms or greater to chassis ground or 0 volts.
8	75-KA8 (YE/RD) ignition switch V+ BATT	10,000 ohms or greater to chassis ground or 10 volts.
9	8-KA10 (WH/GN) digital code input A	10,000 ohms or greater to chassis ground or 0 volts.
10	8-KA8 (WH/RD) digital code input C	10,000 ohms or greater to chassis ground or 0 volts.
11	10-KA8 (GY/RD) digital code input B	10,000 ohms or greater to chassis ground or 0 volts.
12	8-KA7 (WH/VT) wash command input	10,000 ohms or greater to chassis ground or 0 volts.

Washer Pump Motor C137



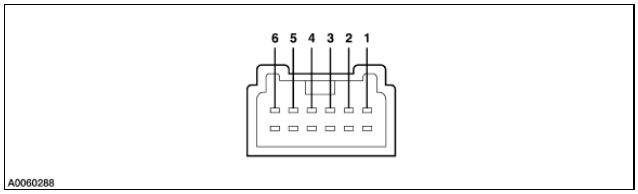
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	31-KA7 (BK) ground	5 ohms or less to chassis ground.
2	75S-KA7 (YE/VT) power	10 volts or greater with washer switch activated and key ON.

Front Electronic Module (FEM) C201f



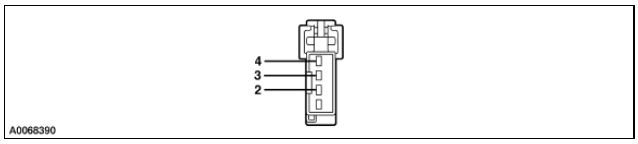
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
10	8-KA5 (WH/BK) headlamp command FEM input	ground signal when wiper motor is activated.

Multifunction Switch C202



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-KA8 (WH/RD) digital code output C	10,000 ohms or greater to chassis ground or 0 volts.
2	31-KA19 (BK/RD) ground	5 ohms or less to chassis ground and 0 volts.
3	8-KA10 (WH/GN) digital code output "A"	10,000 ohms or greater to chassis ground or 0 volts.
4	10-KA8 (GY/RD) digital code output B	10,000 ohms or greater to chassis ground or 0 volts.
5	8-KA7 (WH/VT) wash command output	10,000 ohms or greater to chassis ground or 0 volts.
6	8-KA11 (WH/BK) high speed wiper command output	10,000 ohms or greater to chassis ground or 0 volts.

Rain Sensor C914



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	75-KA41 (YE/GN) V+BATT	10 volts or greater.
3	31-KA41 (BK/GN) ground	5 ohms or less to chassis ground.
4	8-KA41 (WH/GN) rain sensor	10,000 ohms or greater to chassis ground or 0 volts.

Pinpoint Test Q: The Wipers Are Inoperative

Normal Operation

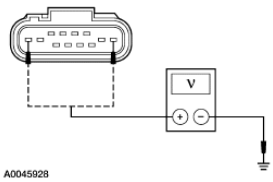
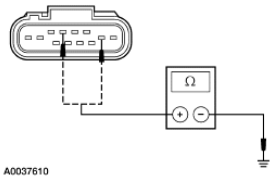
The wiper motor receives inputs from the multifunction switch circuits 8-KA8 (WH/RD), 10-KA8 (GY/RD), 8-KA11 (WH/BK) and 8-KA10 (WH/GN). The wiper motor module (internal) will then control the wiper run/park relay (internal) using internal circuitry to control the wiper motor in conjunction with the wiper HI/LO relay (internal).

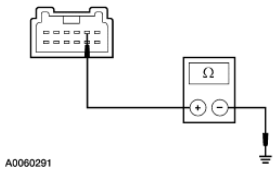
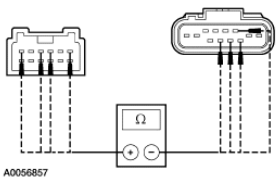
Possible Causes

- circuit 8-KA8 (WH/RD) open
- circuit 8-KA10 (WH/GN) open
- circuit 8-KA11 (WH/BK) open
- circuit 10-KA8 (GY/RD) open
- circuit 30-KA8 (RD/BU) open

- circuit 31-KA8 (BK/BU) open
- circuit 31-KA19 (BK/RD) open
- circuit 75-KA8 (YE/RD) open
- circuit 91-KA8 (BN/RD) open
- multifunction switch
- windshield wiper motor

PINPOINT TEST Q: THE WIPERS ARE INOPERATIVE

Test Step	Result / Action to Take
Q1 CHECK CIRCUITS 75-KA8 (YE/RD) AND 30-KA8 (RD/BU) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125. • Key in ON position. • Measure the voltage between windshield wiper C125-5, circuit 30-KA8 (RD/BU), harness side and ground; and between windshield wiper motor C125-8, circuit 75-KA8 (YE/RD), harness side and ground.  A0045928 • **Are the voltages greater than 10 volts?**	**Yes** GO to Q2 . **No** REPAIR the circuit(s) in question. TEST the system for normal operation.
Q2 CHECK CIRCUITS 31-KA8 (BK/BU) AND 91-KA8 (BN/RD) FOR OPENS	
• Key in OFF position. • Measure the resistance between windshield wiper C125-6, circuit 31-KA8 (BK/BU), harness side and ground; and between windshield wiper motor C125-3, circuit 91-KA8 (BK/BU), harness side and ground.  A0037610 • **Are the resistances less than 5 ohms?**	**Yes** GO to Q3 . **No** REPAIR the circuit(s) in question. TEST the system for normal operation.
Q3 CHECK THE MULTIFUNCTION SWITCH	
• Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test.	**Yes** GO to Q4 . **No** INSTALL a new multifunction switch.

Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the multifunction switch pass the component test?**	REFER to Section 211-00 for the removal and installation procedure.
Q4 CHECK CIRCUIT 31-KA19 (BK/RD) FOR AN OPEN	
• Measure the resistance between the multifunction switch C202-2, circuit 31-KA19 (BK/RD), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to Q5 . **No** REPAIR the circuit. TEST the system for normal operation.
Q5 CHECK CIRCUITS 8-KA8 (WH/RD), 10-KA8 (GY/RD), 8-KA11 (WH/BK) AND 8-KA10 (WH/GN) FOR OPENS	
• Using the following table, measure the resistance between the multifunction switch C202, harness side and the windshield wiper motor C125, harness side: **Multifunction Switch C202** / **Windshield Wiper Motor C125** pin 1, circuit 8-KA8 (WH/RD) / pin 10, circuit 8-KA8 (WH/RD) pin 3, circuit 8-KA10 (WH/GN) / pin 9, circuit 8-KA10 (WH/GN) pin 4, circuit 10-KA8 (GY/RD) / pin 11, circuit 10-KA8 (GY/RD) pin 6, circuit 8-KA11 (WH/BK) / pin 1, circuit 8-KA11 (WH/BK)  • **Are the resistances less than 5 ohms?**	**Yes** GO to Q6 . **No** REPAIR the circuit(s) in question. TEST the system for normal operation.
Q6 CHECK FOR CORRECT WIPER MOTOR OPERATION	
• Disconnect all wiper motor connectors. • Check for:	**Yes** GO to Q7 .

• corrosion • pushed-out pins • Connect all wiper motor connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.
Q7 CHECK THE WINDSHIELD WIPER MOTOR	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125. • Carry out the windshield wiper motor component test as described in this section. • **Did the windshield wiper motor pass the component test?**	**Yes** The system is operating correctly at this time. The concern may have been caused by binding or incorrect pivot arm adjustment. REFER to Windshield Wiper in this section. TEST the system for normal operation. **No** INSTALL a new windshield wiper motor. REFER to Windshield Wiper in this section.

Pinpoint Test R: The Wipers Stay On Continuously

Normal Operation

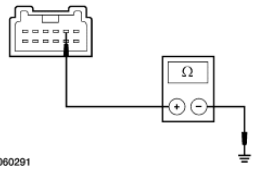
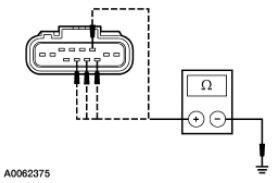
The wiper motor receives inputs from the multifunction switch circuits 8-KA8 (WH/RD), 10-KA8 (GY/RD), 8-KA11 (WH/BK) and 8-KA10 (WH/GN). The wiper motor module (internal) controls the wiper run/park relay (internal) using internal circuitry to control the wiper motor in conjunction with the wiper HI/LO relay (internal).

Possible Causes

- circuit 31-KA19 (BK/RD) open
- circuit 8-KA8 (WH/RD) shorted to ground
- circuit 10-KA8 (GY/RD) shorted to ground
- circuit 8-KA11 (WH/BK) shorted to ground
- circuit 8-KA10 (WH/GN) shorted to ground
- windshield wiper motor
- multifunction switch.

PINPOINT TEST R: THE WIPERS STAY ON CONTINUOUSLY

Test Step	Result / Action to Take
R1 CHECK THE MULTIFUNCTION SWITCH	
• Key in OFF position. • Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test.	**Yes** GO to R2 . **No** INSTALL a new multifunction switch. REFER to Section 211-00 for the removal and installation procedure.

Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the multifunction switch pass the component test?**	
R2 CHECK CIRCUIT 31-KA19 (BK/RD) FOR AN OPEN	
• Measure the resistance between the multifunction switch C202-2, circuit 31-KA19 (BK/RD), harness side and ground.  A0060291 • **Is the resistance less than 5 ohms?**	**Yes** GO to R3 . **No** REPAIR the circuit. TEST the system for normal operation.
R3 CHECK CIRCUITS 8-KA8 (WH/RD), 10-KA8 (GY/RD), 8-KA11 (WH/BK) AND 8-KA10 (WH/GN) FOR SHORTS TO GROUND	
• Disconnect: Windshield Wiper Motor C125. • Using the following table, measure the resistance between the windshield wiper motor C125, harness side and ground: **Windshield Wiper Motor C125** / **Ground** pin 1, circuit 8-KA11 (WH/BK) — ground pin 9, circuit 8-KA10 (WH/GN) — ground pin 10, circuit 8-KA8 (WH/RD) — ground pin 11, circuit 10-KA8 (GY/RD) — ground  A0062375 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to R4 . **No** REPAIR the circuit(s) in question. TEST the system for normal operation.

R4 CHECK FOR CORRECT WIPER MOTOR OPERATION	

• Disconnect all wiper motor connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all wiper motor connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	GO to R5 .
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

R5 CHECK THE WINDSHIELD WIPER MOTOR	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125. • Carry out the windshield wiper motor component test as described in this section. • **Did the windshield wiper motor pass the component test?**	**Yes** The system is operating correctly at this time. The concern may have been caused by a binding or incorrect pivot arm adjustment. REFER to Windshield Wiper in this section. TEST the system for normal operation. **No** INSTALL a new windshield wiper motor. REFER to Windshield Wiper in this section.

Pinpoint Test S: The High/Low Wiper Speeds Do Not Operate Correctly (Intermittent Wiper Mode OK)

Normal Operation

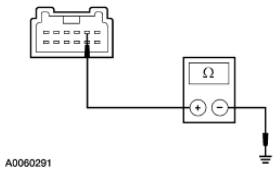
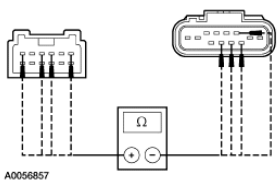
The wiper motor receives inputs form the multifunction switch circuits 8-KA8 (WH/RD), 10-KA8 (GY/RD), 8-KA11 (WH/BK) and 8-KA10 (WH/GN). The wiper motor module (internal) will then control the wiper run/park relay (internal) using internal circuitry to control the wiper motor in conjunction with the wiper HI/LO relay (internal).

Possible Causes

- circuit 31-KA19 (BK/RD) open
- circuit 8-KA8 (WH/RD) open
- circuit 10-KA8 (GY/RD) open
- circuit 8-KA11 (WH/BK) open
- circuit 8-KA10 (WH/GN) open
- multifunction switch
- windshield wiper motor

PINPOINT TEST S: THE HIGH/LOW WIPER SPEEDS DO NOT OPERATE CORRECTLY (INTERMITTENT WIPER MODE OK)

Test Step	Result / Action to Take
S1 CHECK THE MULTIFUNCTION SWITCH	
• Key in OFF position.	**Yes** GO to S2 .

• Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the multifunction switch pass the component test?**	**No** INSTALL a new multifunction switch. REFER to Section 211-00 for the removal and installation procedure.
S2 CHECK CIRCUIT 31-KA19 (BK/RD) FOR AN OPEN	
• Measure the resistance between the multifunction switch C202-2, circuit 31-KA19 (BK/RD), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to S3 . **No** REPAIR the circuit. TEST the system for normal operation.
S3 CHECK CIRCUITS 8-KA8 (WH/RD), 10-KA8 (GY/RD), 8-KA11 (WH/BK) AND 8-KA10 (WH/GN) FOR OPENS	
• Disconnect: Windshield Wiper Motor C125. • Using the following table, measure the resistance between the multifunction switch C202, harness side, and the windshield wiper motor C125, harness side: **Multifunction Switch C202** / **Windshield Wiper Motor C125** pin 1, circuit 8-KA8 (WH/RD) / pin 10, circuit 8-KA8 (WH/RD) pin 3, circuit 8-KA10 (WH/GN) / pin 9, circuit 8-KA10 (WH/GN) pin 4, circuit 10-KA8 (GY/RD) / pin 11, circuit 10-KA8 (GY/RD) pin 6, circuit 8-KA11 (WH/BK) / pin 1, circuit 8-KA11 (WH/BK)  	**Yes** GO to S4 . **No** REPAIR the circuit(s) in question. TEST the system for normal operation.

• **Are the resistances less than 5 ohms?**	
S4 CHECK FOR CORRECT WIPER MOTOR OPERATION	

• Disconnect all wiper motor connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all wiper motor connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	GO to S5 .
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

S5 CHECK THE WINDSHIELD WIPER MOTOR	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125. • Carry out the windshield wiper motor component test as described in this section. • **Did the windshield wiper motor pass the component test?**	**Yes** The system is operating correctly at this time. Concern may have been caused by a binding or incorrect pivot arm adjustment. REFER to Windshield Wiper in this section. TEST the system for normal operation. **No** INSTALL a new windshield wiper motor. REFER to Windshield Wiper in this section. TEST the system for normal operation.

Pinpoint Test T: The Intermittent Wiper Speed Does Not Operate Correctly (High/Low Speeds OK)

Normal Operation

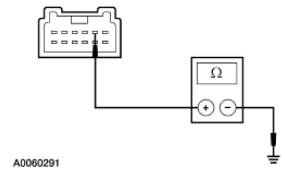
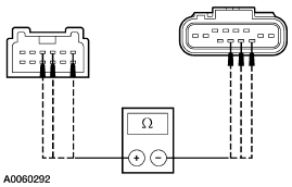
The wiper motor receives inputs from the multifunction switch circuits 8-KA8 (WH/RD), 10-KA8 (GY/RD), 8-KA11 (WH/BK) and 8-KA10 (WH/GN). The wiper motor module (internal) will then control the wiper run/park relay (internal) using internal circuitry to control the wiper motor in conjunction with the wiper HI/LO relay (internal).

Possible Causes

- circuit 31-KA19 (BK/RD) open
- circuit 8-KA8 (WH/RD) open
- circuit 10-KA8 (GY/RD) open
- circuit 8-KA10 (WH/GN) open
- multifunction switch
- wiper motor

PINPOINT TEST T: THE INTERMITTENT WIPER SPEED DOES NOT OPERATE CORRECTLY (HIGH/LOW SPEEDS OK)

Test Step	Result / Action to Take
T1 CHECK THE MULTIFUNCTION SWITCH	
• Key in OFF position. • Disconnect: Multifunction Switch C202.	**Yes** GO to T2 .

• Carry out the multifunction switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the multifunction switch pass the component test?**	**No** INSTALL a new multifunction switch. REFER to Section 211-00 for the removal and installation procedure.
T2 CHECK CIRCUIT 31-KA19 (BK/RD) FOR AN OPEN	
• Measure the resistance between the multifunction switch C202-2, circuit 31-KA19 (BK/RD), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to T3 . **No** REPAIR the circuit. TEST the system for normal operation.
T3 CHECK CIRCUITS 8-KA8 (WH/RD), 10-KA8 (GY/RD) AND 8-KA10 (WH/GN) FOR OPENS	
• Disconnect: Windshield Wiper Motor C125. • Using the following table, measure the resistance between the multifunction switch C202 harness side and the windshield wiper motor C125 harness side: **Multifunction Switch C202** / **Windshield Wiper Motor C125** pin 1, circuit 8-KA8 (WH/RD) — pin 10, circuit 8-KA8 (WH/RD) pin 3, circuit 8-KA10 (WH/GN) — pin 9, circuit 8-KA10 (WH/GN) pin 4, circuit 10-KA8 (GY/RD) — pin 11, circuit 10-KA8 (GY/RD)  • **Are the resistances less than 5 ohms?**	**Yes** GO to T4 . **No** REPAIR the circuit(s) in question. TEST the system for normal operation.
T4 CHECK FOR CORRECT WIPER MOTOR OPERATION	
	Yes

• Disconnect all wiper motor connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all wiper motor connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	GO to T5 .
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

T5 CHECK THE WINDSHIELD WIPER MOTOR	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125. • Carry out the windshield wiper motor component test as described in this section. • **Did the windshield wiper motor pass the component test?**	**Yes** The system is operating correctly at this time. The concern may have been caused by a binding or incorrect pivot arm adjustment. REFER to Windshield Wiper in this section. TEST the system for normal operation. **No** INSTALL a new windshield wiper motor. REFER to Windshield Wiper in this section.

Pinpoint Test U: The Wash And Wipe Functions Are Inoperative

Normal Operation

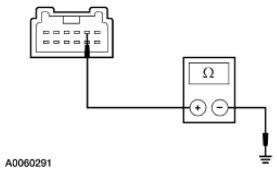
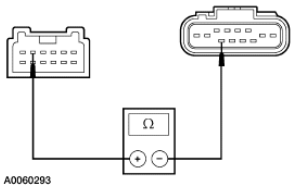
The wash/wipe function is activated when the wiper motor module (internal) receives a reference signal through circuit 8-KA7 (WH/VT). When the multifunction switch wash button is pressed for longer than 0.25 seconds, the wiper motor cycles, sending battery voltage through circuit 75S-KA7 (YE/VT) to the washer pump motor. When the wash button is pressed for less than 0.25 seconds the wiper motor will cycle only once, which is considered the mist position.

Possible Causes

- circuit 31-KA19 (BK/RD) open
- circuit 8-KA7 (WH/VT) open
- circuit 31-KA7 (BK) open or short to ground
- multifunction switch
- washer pump relay
- washer pump motor

PINPOINT TEST U: THE WASH AND WIPE FUNCTION ARE INOPERATIVE

Test Step	Result / Action to Take
U1 CHECK THE MULTIFUNCTION SWITCH	
• Key in OFF position. • Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information.	**Yes** GO to U2 . **No** INSTALL a new multifunction switch. REFER to Section 211-00 for the removal and installation procedure.

• **Did the multifunction switch pass the component test?**	
U2 CHECK CIRCUIT 31-KA19 (BK/RD) FOR AN OPEN	
• Measure the resistance between the multifunction switch C202-2, circuit 31-KA19 (BK/RD), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to U3 . **No** REPAIR the circuit. TEST the system for normal operation.
U3 CHECK CIRCUIT 8-KA7 (WH/VT) FOR AN OPEN	
• Disconnect: Windshield Wiper Motor C125. • Measure the resistance between the multifunction switch C202-5, circuit 8-KA7 (WH/VT), harness side and the windshield wiper motor C125-12, circuit 8-KA7 (WH/VT), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** Go To Pinpoint Test V to diagnose the washer pump. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test V: The Washer Pump Is Inoperative

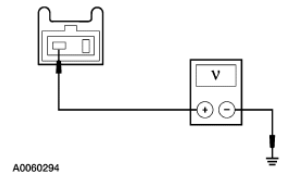
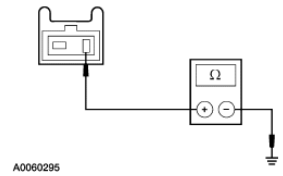
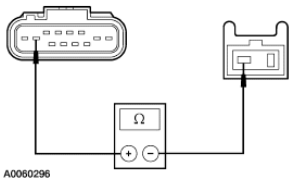
Normal Operation

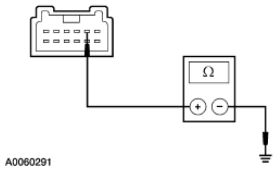
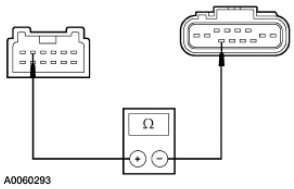
The multifunction switch sends a reference signal through circuit 8-KA7 (WH/VT) to the wiper motor module (internal), the wiper motor will in turn send battery voltage through circuit 75S-KA7 (YE/VT) to activate the washer pump motor.

Possible Causes

- circuit 8-KA7 (WH/VT) open
- circuit 31-KA7 (BK) open
- circuit 31-KA19 (/RD open
- circuit 75S-KA7 (YE/VT) open
- wiper motor
- multifunction switch
- washer pump motor

PINPOINT TEST V: THE WASHER PUMP IS INOPERATIVE

Test Step	Result / Action to Take
V1 CHECK THE WASHER PUMP MOTOR FOR VOLTAGE	
• Key in OFF position. • Disconnect: Washer Pump Motor C137. • Key in ON position. • Measure the voltage between the washer pump motor C137-2, circuit 75S-KA7 (YE/VT) harness side and ground while pressing the multifunction switch to the wash position.  A0060294 • **Is the voltage greater than 10 volts?**	**Yes** GO to V2 . **No** GO to V3 .
V2 CHECK CIRCUIT 31-KA7 (BK) FOR GROUND	
• Measure the resistance between the washer pump motor C137-1, circuit 31-KA7 (BK) harness side and ground.  A0060295 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new washer pump. REFER to Windshield Washer Pump and Reservoir in this section. **No** REPAIR the circuit. TEST the system for normal operation.
V3 CHECK CIRCUIT 75S-KA7 (YE/VT) FOR AN OPEN	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125. • Measure the resistance between C125-7, circuit 75S-KA7 (YE/VT), harness side and C137-2, circuit 75S-KA7 (YE/VT), harness side.  A0060296 • **Is the resistance less than 5 ohms?**	**Yes** GO to V4 . **No** REPAIR the circuit. TEST the system for normal operation.
V4 CHECK THE MULTIFUNCTION SWITCH	

• Key in OFF position. • Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the multifunction switch pass the component test?**	**Yes** GO to V5 . **No** INSTALL a new multifunction switch. REFER to Section 211-00 for the removal and installation procedure.
V5 CHECK CIRCUIT 31-KA19 (BK/RD) FOR AN OPEN	
• Measure the resistance between the multifunction switch C202-2, circuit 31-KA19 (BK/RD), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to V6 . **No** REPAIR the circuit. TEST the system for normal operation.
V6 CHECK CIRCUIT 8-KA7 (WH/VT) FOR AN OPEN	
• Measure the resistance between the multifunction switch C202-5, circuit 8-KA7 (WH/VT), harness side and the windshield wiper motor C125-12, circuit 8-KA7 (WH/VT), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to V7 . **No** REPAIR the circuit. TEST the system for normal operation.
V7 CHECK FOR CORRECT WIPER MOTOR OPERATION	

• Disconnect all wiper motor connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all wiper motor connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	GO to V8 .
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

V8 CHECK THE WINDSHIELD WIPER MOTOR	
• Key in OFF position.	**Yes** The system is operating correctly at this

• Disconnect: Windshield Wiper Motor C125. • Carry out the windshield wiper motor component test as described in this section. • **Did the windshield wiper motor pass the component test?**	time. The concern may have been caused by binding or incorrect pivot arm adjustment. REFER to Windshield Wiper in this section. TEST the system for normal operation. **No** INSTALL a new windshield wiper motor. REFER to Windshield Wiper in this section.

Pinpoint Test W: The Headlamps Do Not Illuminate When The Wipers Are On

Normal Operation

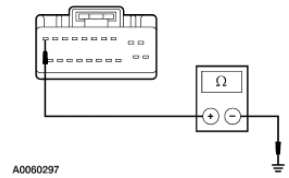
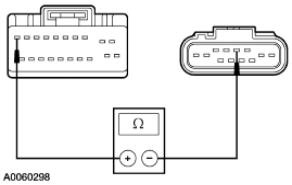
The windshield wipers are activated by a ground signal sent from the wiper motor through circuit 8-KA5 (WH/BK) to the front electronic module (FEM). After ten seconds of a continuous ground signal from the wiper motor on circuit 8-KA5 (WH/BK), the front electronic module (FEM) illuminates the headlamps.

Possible Causes

- circuit 8-KA5 (WH/BK) open
- FEM
- wiper motor

PINPOINT TEST W: THE HEADLAMPS DO NOT ILLUMINATE WHEN THE WIPERS ARE ON

Test Step	Result / Action to Take
W1 CHECK THE HEADLAMPS FOR NORMAL OPERATION	
• Turn the headlamp switch to the ON position. • **Do the headlamps illuminate?**	**Yes** GO to W2 . **No** REFER to Section 417-01 to correctly diagnose the headlamps.
W2 CHECK CIRCUIT 8-KA5 (WH/BK) FOR A GROUND SIGNAL	
• Disconnect: FEM C201f. • Key in ON position. • Turn the multifunction switch to the LO position • **NOTE:** Wait a minimum of 10 seconds before performing this step. • Measure the resistance between the FEM C201f-10, circuit 8-KA5 (WH/BK), harness side and ground.	**Yes** GO to W4 . **No** GO to W3 .

 A0060297 • **Is the resistance less than 5 ohms?**	
W3 CHECK CIRCUIT 8-KA5 (WH/BK) FOR AN OPEN	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125. • Measure the resistance between the FEM C201f-10, circuit 8-KA5 (WH/BK), harness side and the windshield wiper motor C125-2, circuit 8-KA5 (WH/BK), harness side.  A0060298 • **Is the resistance less than 5 ohms?**	**Yes** GO to W5 . **No** REPAIR the circuit. TEST the system for normal operation.
W4 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 for the removal and installation procedure. TEST the system for normal operation
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

W5 CHECK FOR CORRECT WIPER MOTOR OPERATION	

• Disconnect all wiper motor connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all wiper motor connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	GO to W6 .
	
	No
	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. TEST the system for normal operation.

W6 CHECK THE WINDSHIELD WIPER MOTOR	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125.	**Yes** The system is operating correctly at this time. The concern may have been caused by a binding or incorrect pivot arm adjustment.

• Carry out the windshield wiper motor component test as described in this section. • **Did the windshield wiper motor pass the component test?**	REFER to Windshield Wiper in this section. TEST the system for normal operation. **No** INSTALL a new windshield wiper motor. REFER to Windshield Wiper in this section. TEST the system for normal operation.

Pinpoint Test X: The Moisture-Sensitive Wipers Do Not Operate Correctly

Normal Operation

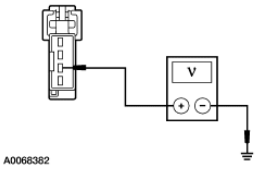
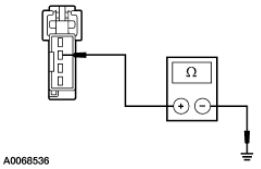
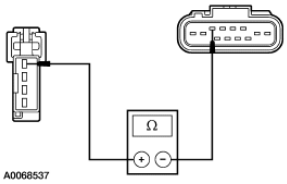
With the multifunction switch in the AUTO position, a ground signal is sent to the wiper motor through circuit 8-KA10 (WH/GN). When the rain sensor module senses moisture on the windshield, it sends a V+BATT signal through circuit 8-KA41 (WH/GN) to the wiper motor, which activates the windshield wipers.

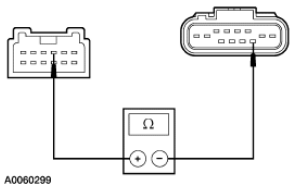
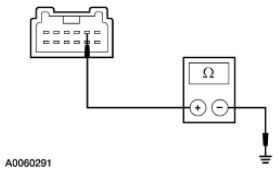
Possible Causes

- circuit 8-KA10 (WH/GN) open
- circuit 8-KA41 (WH/GN) open
- circuit 31-KA19 (BK/RD) open
- circuit 31-KA41 (BK/OG) open
- circuit 75-KA41 (YE/GN) open
- multifunction switch
- rain sensor module
- wiper motor

PINPOINT TEST X: THE MOISTURE-SENSITIVE WIPERS DO NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
X1 CHECK THE WIPERS FOR NORMAL OPERATION	
• Key in ON position. • Turn the multifunction switch to the LO position. • **Do the windshield wipers operate correctly?**	**Yes** GO to X2 . **No** Go To Pinpoint Test Q .
X2 CHECK THE RAIN SENSOR MODULE	
• Turn the multifunction switch to the AUTO position. • Pour water on the windshield over the rain sensor module. • **Do the windshield wipers operate correctly?**	**Yes** The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. Test the system for normal operation. **No** GO to X3 .
X3 CHECK CIRCUIT 75-KA41 (YE/GN) FOR VOLTAGE	

• Key in OFF position. • Disconnect: Rain Sensor Module C914. • Key in ON position. • Measure the voltage between the rain sensor module C914-2, circuit 75-KA41 (YE/GN), harness side and ground.  A0068382 • **Is the voltage greater than 10 volts?**	**Yes** GO to X4 . **No** REPAIR the circuit. TEST the system for normal operation.
X4 CHECK CIRCUIT 31-KA41 (BK/OG) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the rain sensor module C914-3, circuit 31-KA41 (BK/GN), harness side and ground.  A0068536 • **Is the resistance less than 5 ohms?**	**Yes** GO to X5 . **No** REPAIR the circuit. TEST the system for normal operation.
X5 CHECK CIRCUIT 8-KA41 (WH/GN) FOR AN OPEN	
• Disconnect: Windshield Wiper Motor C125. • Measure the resistance between the rain sensor module C914-4, circuit 8-KA41 (WH/GN), harness side and the windshield wiper motor C125-4, circuit 8-KA41 (WH/GN) harness side.  A0068537 • **Is the resistance less than 5 ohms?**	**Yes** GO to X6 . **No** REPAIR the circuit. TEST the system for normal operation.
X6 CHECK CIRCUIT 8-KA10 (WH/GN) FOR AN OPEN	

• Key in OFF position. • Disconnect: Multifunction Switch C202. • Measure the resistance between the multifunction switch C202-3, circuit 8-KA10 (WH/GN), harness side and the windshield wiper motor C125-9, circuit 8-KA10 (WH/GN), harness side.  A0060299 • **Is the resistance less than 5 ohms?**	**Yes** GO to X7 . **No** REPAIR the circuit. TEST the system for normal operation.
X7 CHECK CIRCUIT 31-KA19 (BK/RD) FOR AN OPEN	
• Measure the resistance between the multifunction switch C202-2, circuit 31-KA19 (BK/RD), harness side and ground.  A0060291 • **Is the resistance less than 5 ohms?**	**Yes** GO to X8 . **No** REPAIR the circuit. TEST the system for normal operation.
X8 CHECK THE MULTIFUNCTION SWITCH	
• Key in OFF position. • Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Did the multifunction switch pass the component test?**	**Yes** GO to X9 . **No** INSTALL a new multifunction switch. REFER to Section 211-00 for the removal and installation procedure. TEST the system for normal operation.
X9 CHECK FOR CORRECT RAIN SENSOR MODULE OPERATION	

• Disconnect all rain sensor module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all rain sensor module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	GO to X10 .
	
	No
	INSTALL a new multifunction switch. REFER to Section 211-00 .

X10 CHECK FOR CORRECT WINDSHIELD WIPER MOTOR OPERATION	

• Disconnect all windshield wiper motor connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all windshield wiper motor connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	GO to X11 .
	
	No
	INSTALL a new rain sensor module. REFER to Rain Sensor Module in this section. TEST the system for normal operation.

X11 CHECK THE WINDSHIELD WIPER MOTOR	
• Key in OFF position. • Disconnect: Windshield Wiper Motor C125. • Carry out the windshield wiper motor component test as described in this section. • **Did the windshield wiper motor pass the component test?**	**Yes** The system is operating correctly at this time. Concern may have been caused by a binding or incorrect pivot arm adjustment. REFER to Windshield Wiper in this section. TEST the system for normal operation. **No** INSTALL a new windshield wiper motor. REFER to Windshield Wiper in this section. TEST the system for normal operation.

Component Test Windshield Wiper Motor

⚠ **CAUTION: Do not handle the windshield wiper motor abusively when diagnosing the wiper operations. Failure to follow this caution may result in damage to the motor magnets and will make the windshield wiper motor inoperative. Rough handling of new windshield wiper motors may also damage the motor magnets.**

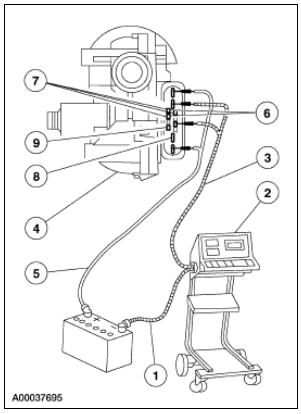
NOTE: The windshield wiper motor component test is carried out to determine if the windshield wiper motor and module are functional and not in a software safe mode. Refer to Principles of Operation in this section for software safe mode parameters.

NOTE: Battery voltage must remain within 10 to 15 VDC to carry out test and keep windshield wiper motor from entering its software safe mode.

NOTE: When connecting the power and ground test leads to the windshield wiper motor terminals, care must be taken to not short terminals between power and ground, as well as making sure the logic ground, pin 3, is always securely connected to prevent permanent windshield wiper motor module damage.

If the windshield wiper motor does not pass any of the following tests, install a new windshield wiper motor. Refer to Windshield Wiper in this section.

Use the SABRE Premium Battery and Electrical System Tester to test the windshield wiper motor.



To test the windshield wiper motor, remove the windshield wiper mounting arm and pivot shaft from the windshield wiper motor. Refer to Windshield Wiper in this section.

Disconnect the wiper motor. Connect the (1) green lead from the (2) SABRE to the battery negative (-) post. Connect the red lead (3) from the SABRE to the wiper motor (4) component side connector ground and logic ground pins 6 and 3 (3). Connect battery positive cable (5) to windshield wiper motor (4) component side connector battery and logic positive pins 5 and 8 (5).

Low Speed

Test the low speed mode by connecting a separate set of test leads from battery ground (-) post to windshield wiper motor (4) component side pins 9 and 10 (6). When these pins are grounded, the windshield wiper motor operation should now be in low speed mode.

High Speed

Test the high speed mode by connecting a separate set of test leads from battery ground (-) post to windshield wiper motor (4) component side pins 1, 9, and 10 (7). When these pins are grounded, the windshield wiper motor operation should now be in high speed mode.

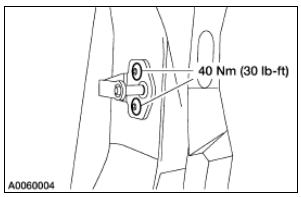
Washer Pump Relay (Integral)

Test the windshield wiper motor internal washer relay function by measuring the voltage between windshield wiper motor (4) component side pin 7 (8), and ground while grounding the windshield wiper motor (4) component side pin 12 (9). When wash command input pin 12 is grounded, measured voltage should read 10 volts or greater.

Door Alignment Printable View (343 KB)

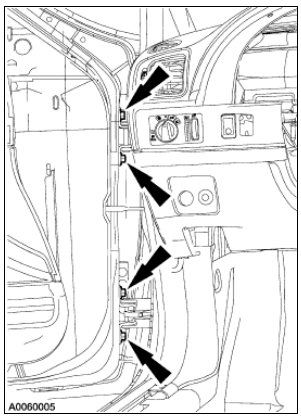
Front and Rear Door

1. Loosen the door latch striker plate.



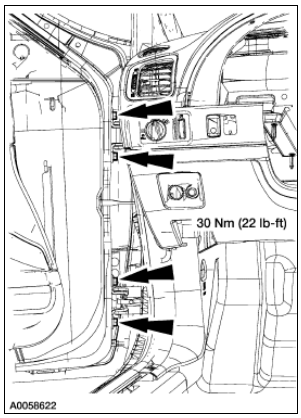
Front Door Horizontal and Vertical Adjustment

2. Loosen the front door hinge-to-front door bolts.



3. Adjust the front door.

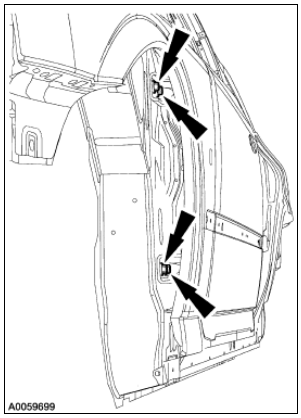
4. Tighten the front door hinge-to-front door bolts.



Front Door Fore and Aft Adjustment

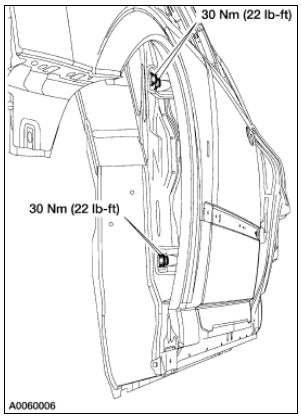
5. Remove the insulator panel. For additional information, refer to Fender in this section.

6. Loosen the door hinge-to-body bolts.



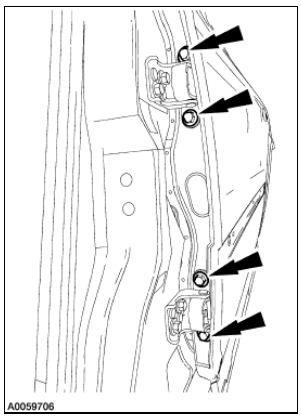
7. Adjust the front door.

8. Tighten the front door hinge-to-body bolts.



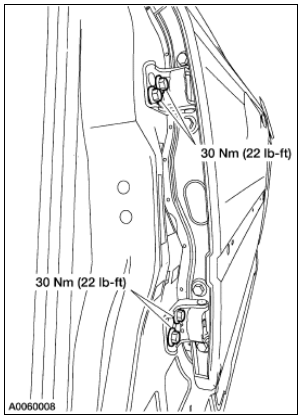
Rear Door Horizontal and Vertical Adjustment

9. Loosen the rear door hinge to rear door bolts.



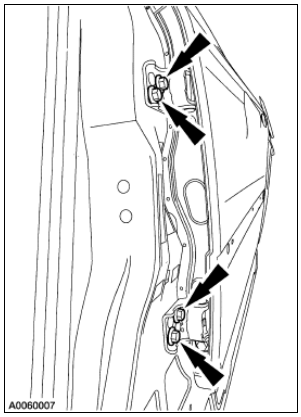
10. Adjust the rear door.

11. Tighten the rear door hinge-to-rear door bolts.



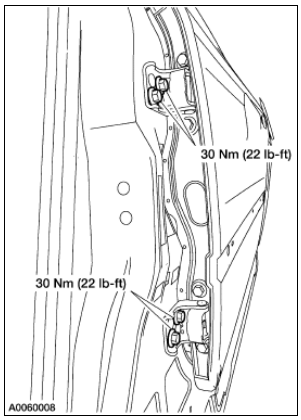
Rear Door Fore and Aft Adjustment

12. Loosen the rear door hinge-to-body bolts.



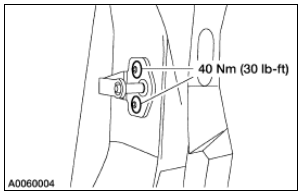
13. Adjust the rear door.

14. Tighten the rear door hinge-to-body bolts.



Front and Rear Door

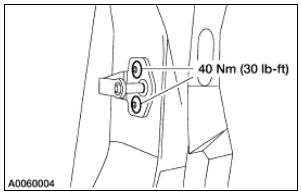
15. Tighten the door latch striker plate.


40 Nm (30 lb-ft)
A0060004

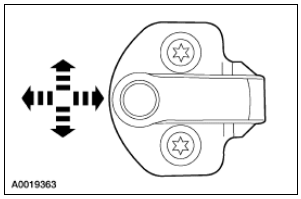
Striker Adjustment

Printable View (30 KB)

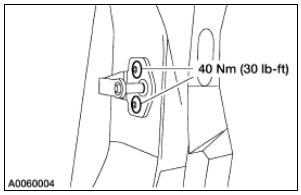
1. Loosen the door latch striker bolts.



2. Adjust the door latch striker plate from side to side or up and down as necessary.



3. Tighten the door latch striker plate bolts.



Heated Window Grid Wire Repair

Printable View (32 KB)

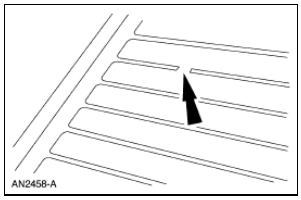
Material

Item	Specification
Dark Walnut Metallic Acrylic Lacquer Touch-up Paint ALBZ-19500-5858A or equivalent	ESR-M2-P100-C
Rear Window Defroster Repair D8AZ-19562-AA or equivalent	WSB-M4J58-B

1. **NOTE:** A single break or any breaks which exceed 25 mm (1 inch) in one grid cannot be repaired. Install a new rear window glass.

   NOTE: If the first layer of the heated rear window grid (brown) is damaged or missing, it will be necessary to apply touch-up paint on the glass prior to applying the silver rear window defroster repair.

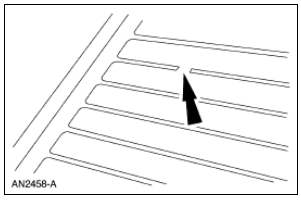
   Repair any inoperative grid wires using rear window defroster repair.



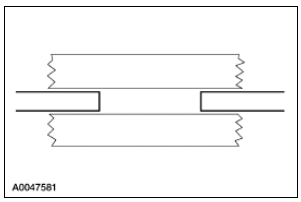
2. Bring the vehicle up to room temperature of at least 16° C (60° F) or above.

3. Clean the entire grid line repair area with a non-alcohol based window cleaner and 0000 steel wool.

4. Mark the location of the grid break on the exterior of the rear window glass.



5. Using cellulose tape, mask the area directly above and below the grid break. The break area should be at the center of the mask.



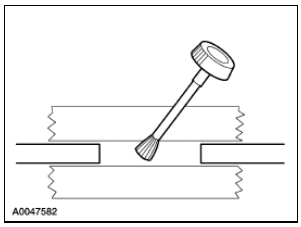
6. **NOTE:** If the brown layer is not broken or missing, apply only the silver grid repair compound to the break.

   NOTE: If both the brown and silver layers of the grid are broken or missing, apply a coating of the brown touch-up paint across the break in the grid line first. Do not overlap the silver grid line with the brown paint . Several applications may be necessary to achieve a color match.

   NOTE: Extend the silver repair coating at least 6.35 mm (0.25 inch) on both sides of the break area.

   NOTE: Allow at least five minutes of drying time between applications.

   Apply the repair coating to the grid break area in several smooth, continuous strokes.
   Apply three applications of the grid repair compound.



7. After five minutes or after the repair area has dried completely, remove the mask.

8. ⚠ **CAUTION: Be careful not to damage the grid line with the razor blade. If this occurs, additional repair may be necessary.**

   Remove any excess repair compound above or below the grid line with a razor blade.

9. **NOTE:** The repair coating will air-dry in approximately one minute and can be energized within three minutes.

   NOTE: Optimum adhesion occurs after approximately 24 hours.

   After optimum hardness is achieved, clean the repaired area with a non-alcohol based window cleaner.

Lead Terminal Repair

Printable View (48 KB)

Special Tool(s)

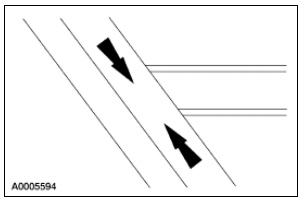
ST1110-A	Heat Gun 107-R0300 or equivalent

Material

Item	Specification
Rear Window Defroster Repair D8AZ-19562-AA	WSB-M4J58-B

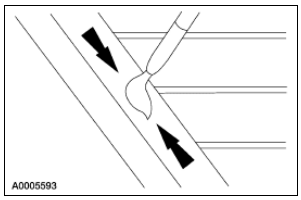
1. **NOTE:** The rear window glass must be at room temperature at the time of the repair.

   Clean the bus bar in the area to be repaired with steel wool (3/0 to 4/0 grade).



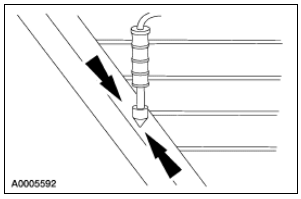
2. **NOTE:** Allow 10 minutes of drying time between the coats.

   Apply three coats of rear window defroster repair to the surface.



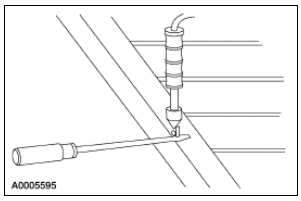
3. **⚠ CAUTION: Do not overheat the rear window glass or damage to the rear window glass may occur.**

   Tin the bus bar repair area with solder.



4. **⚠ CAUTION: To prevent overheating the rear window glass, remove the soldering gun as soon as the solder flows.**

Preheat the rear window glass in the area to be repaired using the special tool and solder the terminal to the bus bar.



5. **NOTE:** Turn the heated rear window switch ON for five minutes prior to the final inspection of the repair.

   Apply rear window defroster repair to the area as needed.

Door Window Motor Initialization

Printable View (10 KB)

⚠ CAUTION: Make sure no obstructions are present in the window system when carrying out this procedure.

NOTE: A battery disconnect will not require this procedure to be carried out.

NOTE: Excessive bounce-back (bounce-back that occurs with no obstructions present) may indicate a non-initialized window motor.

NOTE: The front window motors must be initialized whenever: the motor is removed from the window regulator, a new motor is installed, a new window regulator is installed, a new window glass is installed, a glass top run removal and installation and when carrying out any operation in which grease or lubricants are applied to the window system. A new front window motor will be in a proportional up/down mode until initialized.

NOTE: All front window components (window glass, window regulator, window motor and glass top run) must be installed and tightened to specification before carrying out this procedure.

NOTE: If this procedure is only partially completed, the front window motor will remain non-initialized and only the proportional up/down functions will operate. A non-initialized window motor may allow one-touch down operation, but will NOT allow one-touch up operation.

NOTE: If the one touch up does not function after three attempts using the window control switch initialization method, especially if false bounce back occurs, perform the Door Window Motor Initialization using the diagnostic tool.

Using the window control switch

⚠ CAUTION: Make sure there are no obstructions present in the window system when carrying out this procedure.

1. Press and hold the window control switch in the UP position at the second detent until the window glass stalls into the glass top run. Once the top run is reached, hold the window control switch in the UP position at the second detent for an additional 2 seconds.

2. Test for correct window operation by performing the one touch down and the one touch up features.

Using the diagnostic tool

⚠ CAUTION: Make sure there are no obstructions present in the window system whem carrying out this procedure.

⚠ CAUTION: Bounce back is disabled during this procedure.

NOTE: This procedure will terminate without initialization if a corresponding window switch is pressed before stall is reached.

3. Carry out the window calibration self-test using the diagnostic tool.

4. After stalling into the header seals, the front windows will move to the full open position.

5. Test for correct window operation by attempting the one touch down and the one touch up features.

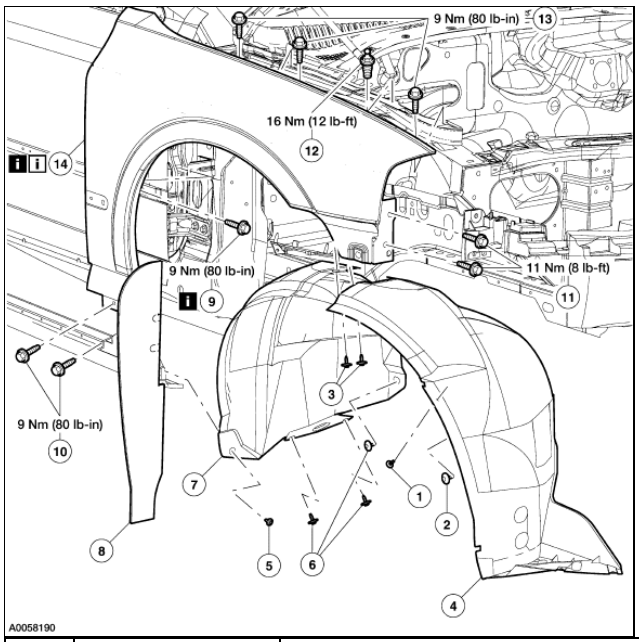
Fender

Printable View (208 KB)

1. Remove the headlamp assembly. For additional information, refer to Section 417-01 .
2. Remove the wheel and tire. For additional information, refer to Section 204-00 .
3. Remove the bumper cover. For additional information, refer to Front Bumper in this section.
4. Position the rocker moulding aside. For additional information, refer to Mouldings in this section.
5. To remove individual components, only carry out the following steps.

Component	Steps
Front fender front splash shield	1-4
Front fender rear splash shield	3,5-7
Fender insulator	3,5-8
Fender	1-14

6. Remove the components in the order listed in the following illustration and table.



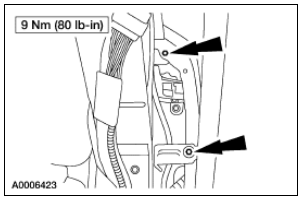
Item	Part Number	Description
1	N801169-S	Screw
2	N802781	Pin-type retainer
3	388930	Pin-type retainers (two required)
4	16034/16035	Front fender front splash shield
5	56913-S	Screw
6	N802781	Pin-type retainers (three required)
7	16B568/16B569	Front fender rear splash shield
8	16E560/16E561	Fender insulator

9		Front fender bolt (two required) Removal Note
10		Front fender bolt (two required)
11		Radiator grille opening panel bolt (two required)
12		Hood assist strut ball stud
13		Front fender bolt (three required)
14	16005/16006	Fender Removal Note
14	16005/16006	Fender Installation Note

7. To install, reverse the removal procedure.

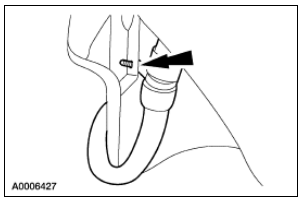
Item 9: Front Fender Bolt Removal Note

1. Remove the inner fender bolts.



Item 14: Fender Removal Note

1. Release the harness locator from the fender.



Item 14: Fender Installation Note

1. Adjust the fender as needed.

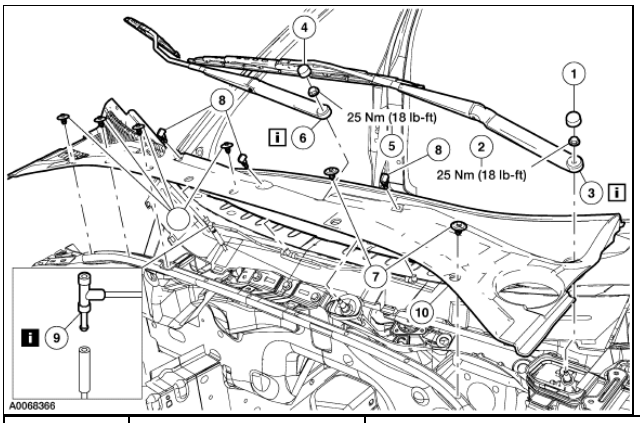
Cowl Panel Grille

Printable View (153 KB)

1. To remove individual components, only carry out the listed steps.

Component	Steps
LH pivot arm	1-3
RH pivot arm	4-6
Cowl vent screen assembly	1-7, 9-10

2. Remove the components in the order listed in the following illustration and table.



Item	Part Number	Description
1	17D515	Pivot arm cap
2		Pivot arm nut
3	17527	Windshield wiper pivot arm Installation Note
4	17D515	Pivot arm cap
5		Pivot arm nut
6	17526	Windshield wiper pivot arm Installation Note
7	W705956	Pin-type retainers (seven required)
8		Washer jets (part of 018A14)
9		Washer hose (part of 018A14) Removal Note
10	018A14	Cowl panel grille

3. To install, reverse the removal procedure.

Item 9: Washer Hose Removal Note

1. Disconnect the washer hose for cowl vent panel removal.

Item 3: Windshield Wiper Pivot Arm Installation Note

1. Cycle and park the windshield wipers.

2. Install the windshield wiper pivot arm onto the pivot shaft and align the blade to the silver dots in the windshield.

Item 6: Windshield Wiper Pivot Arm Installation Note

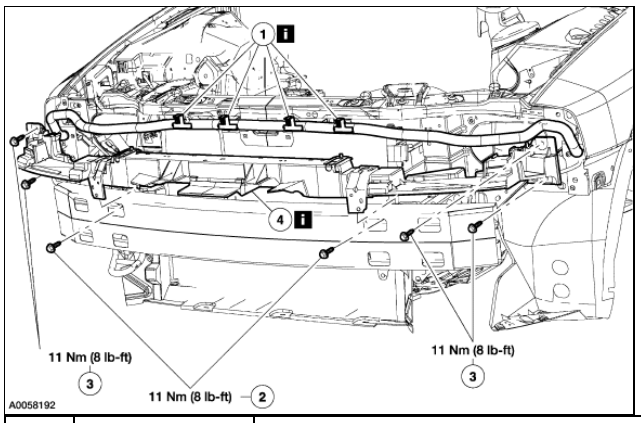
1. Cycle and park the windshield wipers.

2. Install the wiper blade and pivot arm onto the pivot shaft and align the blade to the silver dots in the windshield.

Radiator Grille Opening Panel

Printable View (154 KB)

1. Remove the front bumper cover. For additional information, refer to Front Bumper in this section.
2. Remove the components in the order listed in the following illustration and table.



Item	Part Number	Description
1		Wiring harness locators Removal Note
2		Radiator grille opening panel bolt (two required)
3		Radiator grille opening panel bolt (four required)
4		Radiator grille opening panel Removal Note

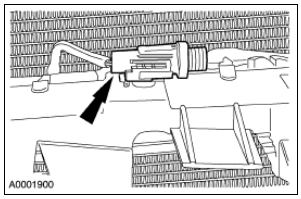
3. To install, reverse the removal procedure.

Item 1: Wiring Harness Removal Note

1. Release the wiring harness locators and position the harness aside.

Item 4: Radiator Grille Opening Panel Removal Note

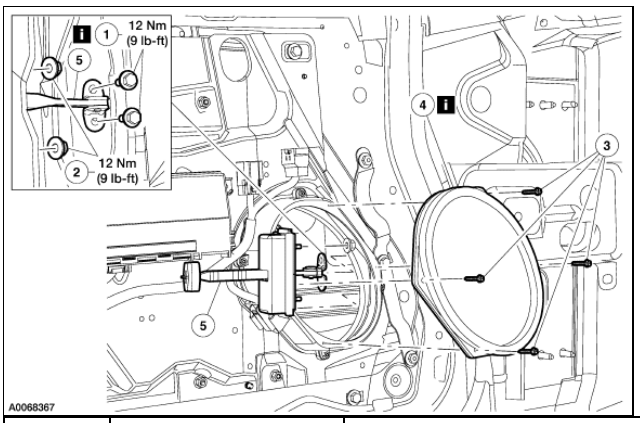
1. Release the ambient air temperature sensor.



Door Check Arm

Printable View (125 KB)

1. Remove the door trim panel. For additional information, refer to Section 501-01 .
2. Remove the components in the order listed in the following illustration and table.



Item	Part Number	Description
1	W707426-S900	Door check arm screw (two required) Removal Note
2	W704723-S301	Door check arm nuts (two required)
3		Speaker screws (four required)
4		Speaker Removal Note
5	23553	Door check arm

3. Install in the reverse order of removal.

Item 1: Door Check Arm Screw Removal Note

1. Do not close the door after the door check screws have been removed.

Item 4: Speaker Removal Note

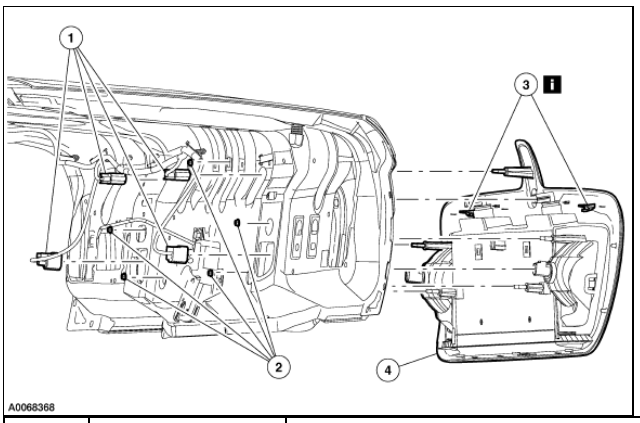
1. Position the speaker aside.
2. Through the speaker opening remove the door check assembly.

License Plate Housing

Printable View (102 KB)

1. Position the deck lid trim panel aside.

2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Electrical connectors (four required)
2		License plate housing nuts (part of 17B389)
3		Retaining tabs (part of 17B389) Removal Note
4	17B389	License plate housing

3. Install in the reverse order of removal.

Item 3: Retaining Tabs Removal Note

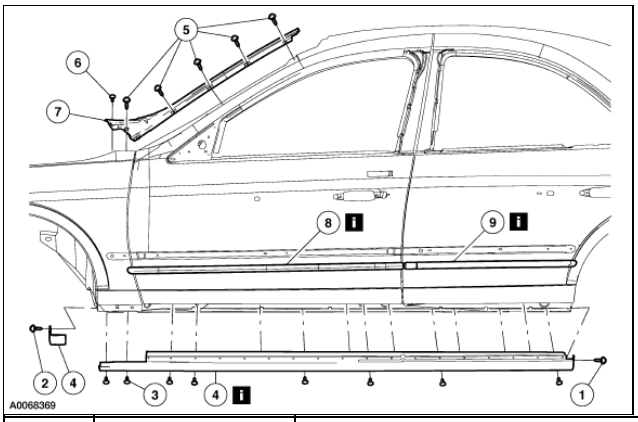
1. Release the two retaining tabs.

Mouldings Printable View (199 KB)

1. To remove individual components, only carry out the following steps.

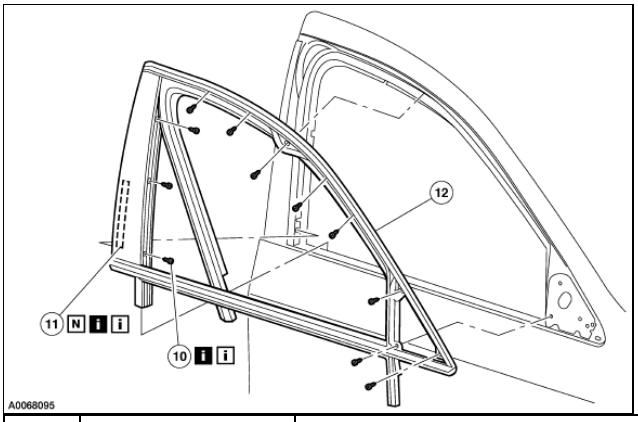
Component	Steps
Rocker moulding	1-4
Windshield moulding	5-7
Front door moulding	8
Rear door moulding	9
Front door window trim moulding module	10-12
Rear door window trim moulding module	13-15

2. View 1 of 3. Remove the components in the order indicated in the following illustration and table.



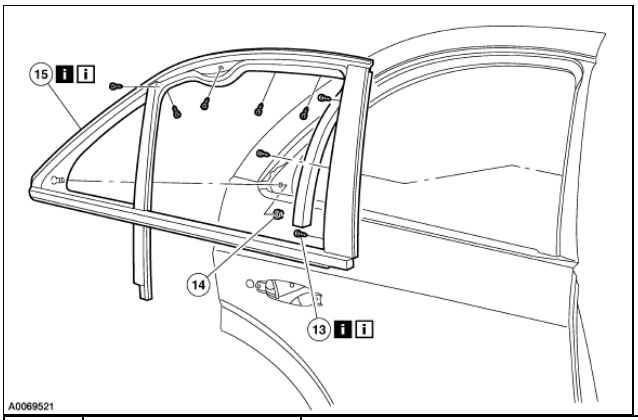
Item	Part Number	Description
1		Rocker moulding screw (one required)
2		Rocker moulding screw (one required)
3		Pin-type retainers (eight required)
4	10154/10155	Rocker moulding (two required) Removal Note
5		Windshield moulding screw (five required)
6		Pin-type retainer
7	03682/03683	Windshield moulding
8	20780/20781	Front door moulding Removal Note
9	25334/25335	Rear door moulding Removal Note

3. View 2 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
10	384439-S61	Screws (11 required) Removal Note
10	384439-S61	Screws (11 required) Installation Note
11		Double sided foam tape Removal Note
11		Double sided foam tape Installation Note
12	214A90/214A91	Front door window trim moulding assembly

4. View 3 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
13	384439-S61	Screws (eight required) Removal Note
13	384439-S61	Screws (eight required) Installation Note
14	N621900-S36	Nut
15	246A26/246A27	Rear door window trim moulding assembly Removal Note
15	246A26/246A27	Rear door window trim moulding assembly Installation Note

5. To install, reverse the removal procedure.

Item 4: Rocker Moulding Removal Note

1. Discard the retaining cups and install new cups during installation.

Item 8: Front Door Moulding Removal Note

1. The moulding is held in place with double sided foam tape.

Item 9: Rear Door Moulding Removal Note

1. The moulding is held in place with double sided foam tape.

Item 10: Screws Removal Note

1. Remove the front door window glass. For additional information, refer to Door Window Glass Front in this section.
2. Remove the exterior mirror. For additional information, refer to Exterior Mirror in this section
3. Position the glass run seal aside to access the retaining screws.

Item 11: Double Sided Foam Tape Removal Note

1. Use a suitable tool to cut the double sided foam tape.

Item 13: Screws Removal Note

1. Remove the front door window glass. For additional information, refer to Door Window Glass Rear in this section.
2. Position the glass run seal aside to access the retaining screws.

Item 15: Rear Door Window Trim Moulding Assembly Removal Note

1. Release the trim moulding assembly at the upper front to clear the door frame, rotating the assembly rearward and remove it from the door.

Item 10: Screws Installation Note

1. Make sure the glass run seal is fully seated after the screws are installed.

Item 11: Double Sided Foam Tape Installation Note

1. Make sure to clean the surface properly prior to applying the double sided foam tape.

Item 13: Screws Installation Note

1. Make sure the glass run seal is fully seated after the screws are installed.

Item 15: Rear Door Window Trim Moulding Assembly Installation Note

1. Remove the tab and liner from the module after the assembly has been positioned in the door.

Exterior Mirror

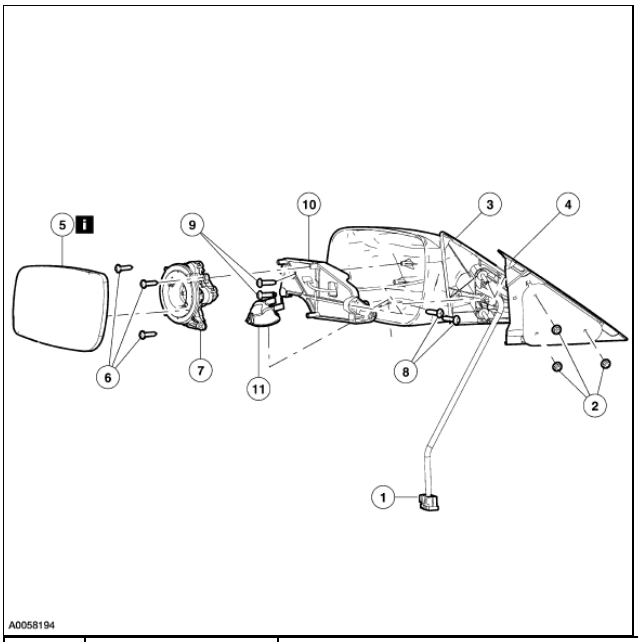
Printable View (64 KB)

1. Remove the front door trim panel. For additional information, refer to Section 501-01 .

2. To remove individual components, only carry out the following steps.

Component	Steps
Mirror glass	5
Mirror motor	5-7
Exterior mirror assembly	1-3

3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Electrical connector (part of 17683)
2		Exterior mirror nuts (three required)
3	17682/17683	Exterior mirror housing
4		Gasket (part of 17683)
5	17682/17683	Exterior mirror glass Removal Note
6		Exterior mirror motor screws (part of 17683)
7		Exterior mirror motor (part of 17683)
8		Exterior mirror frame screws (part of 17683)
9		Exterior mirror frame screws (part of 17683)
10		Exterior mirror frame (part of 17683)
11		Puddle lamp (part of 17683)

4. To install, reverse the removal procedure.

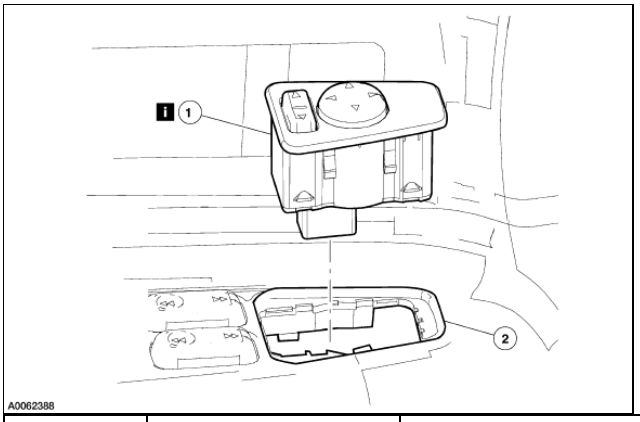
Item 5: Mirror Glass Removal Note

1. If equipped, disconnect the heated mirror electrical connectors.

Exterior Mirror Control Switch

Printable View (44 KB)

1. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	17B676	Exterior mirror control switch Removal Note
2		Door trim panel switch bezel

2. To install, reverse the removal procedure.

Item 1: Exterior Mirror Control Switch Removal Note

1. Lift up on the front of the door trim panel switch bezel and press the retaining tabs to remove the exterior mirror control switch.

2. Disconnect the electrical connector.

Interior Mirror

Printable View (70 KB)

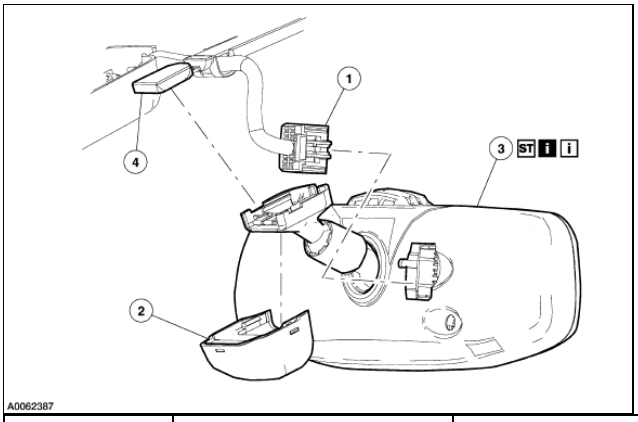
Special Tool(s)

ST1793-A	Installer, Rear View Mirror 501-025 (T94P-17700-AH)

Material

Item	Specification
Rearview Mirror Adhesive D9AZ-19554-CA	WSB-M2G176-B

1. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14A464	Electrical connector
2		Cover (part of 17E678)
3	17E678	Interior mirror Removal Note
3	17E678	Interior mirror Installation Note
4	17684	Rearview mirror button

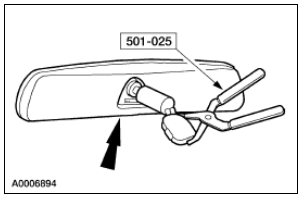
2. To install, reverse the removal procedure.

Item 3: Interior Mirror Removal Note

1. Place the interior mirror in the full DOWN position. Pull downward until released.

Item 3: Interior Mirror Installation Note

1. Place the interior mirror on the windshield bracket. Using the special tool, press the mirror in place until fully seated.


501-025
A0006894

Door Window Glass Front

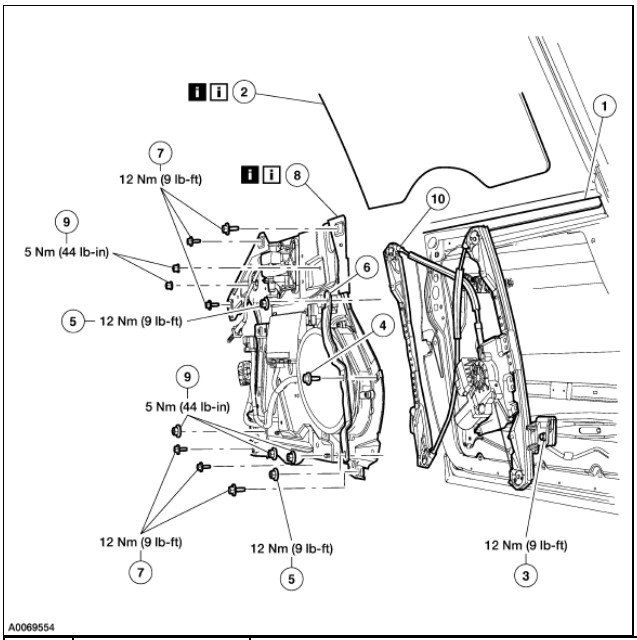
Printable View (148 KB)

NOTE: The front window motors must be initialized whenever: the motor is removed from the window regulator, a new motor is installed, a new window regulator is installed, a new window glass is installed, a glass top run removal and installation has been carried out or when carrying out any operation in which grease or lubricants are applied to the window system. A new front window motor will be in a proportional up/down mode until initialized. Refer to Door Window Motor Initialization in this section.

1. Remove the front door trim panel. For additional information, refer to Section 501-01 .
2. Remove the water shield.
3. Position the front door latch assembly aside. For additional information, refer to Section 501-14 .
4. To remove individual components, only carry out the following steps.

Component	Steps
Door window glass	1-3
Door window glass regulator	2-10

5. Remove the components in the order indicated in the following illustration and table.



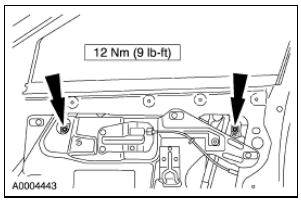
Item	Part Number	Description
1		Interior weatherstrip
2	21410/21411	Door window glass Removal Note
2	21410/21411	Door window glass Installation Note
3		Door regulator clamp bolts (two required) (part of 23210/23211)

4		Door inner support bracket bolt
5		Door inner support bracket nut (two required)
6		Door inner support bracket
7		Door inner module assembly bolts (six required)
8		Door inner module assembly Removal Note
8		Door inner module assembly Installation Note
9		Door window glass regulator nuts (five required)
10	23200/23201	Door window glass regulator

6. To install, reverse the removal procedure.

Item 2: Door Window Glass Removal Note

1. Position the front window regulator-to-glass clamp bolts to align with the access holes.



2. Loosen the bolts allowing the window glass to move from the clamp but do not remove the bolts.

3. Hold the glass in place and lower the window regulator to the full down position remove the front door window glass.

Item 8: Door Inner Module Assembly Removal Note

1. If equipped, disconnect the remote keyless entry key pad connector.

2. Disconnect the mirror electrical connector and release the locators from the inner door module assembly.

3. Disconnect the door module electrical connector, main wiring harness electrical connector and release the locators from the inner door module assembly.

Item 2: Front Door Window Glass Installation Note

1. Position the front door window glass against the B-pillar.

2. Make sure the front door window glass correctly seats in the glass mounting brackets as the front door window glass is raised.

3. Support the front door window glass and raise the window regulator to the full upright position.

4. Tighten the door regulator clamp bolts after the glass is fully seated in the clamp.

Item 8: Door Inner Module Assembly Installation Note

1. Make sure the alignment dowels are seated before installing the inner door module bolts

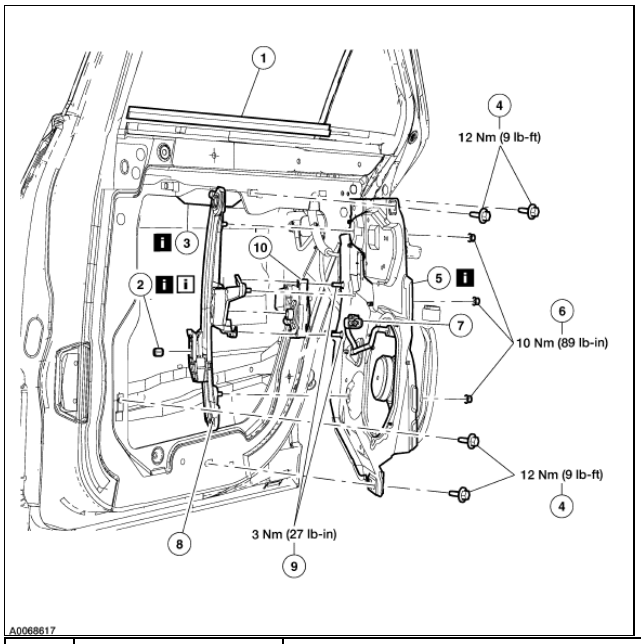
2. Tighten the inner door module bolts next to the alignment dowels first.

Door Window Glass Rear Printable View (163 KB)

1. Remove the rear door trim panel. For additional information, refer to Section 501-01 .
2. Remove the water shield.
3. To remove individual components, only carry out the following steps.

Component	Steps
Rear door window glass	1-3
Window glass regulator	2-8
Window glass regulator motor	2-10

4. Remove the components in the order indicated in the following illustration and table.



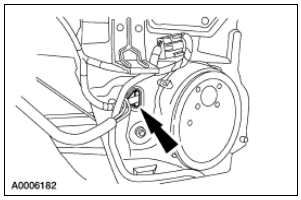
Item	Part Number	Description
1		Interior weather strip
2	263A82	Retainer pin Removal Note
2	263A82	Retainer pin Installation Note
3	260A10/260A11	Rear door window glass Removal Note
4	W707795-S	Door inner module assembly bolts (four required)
5	235A88/235A89	Rear door inner module assembly Removal Note
6	N620480-S	Window glass regulator nuts (three required)
7	14A464	Rear door regulator motor connector

8	27000/27001	Rear door regulator
9		Door window glass regulator motor screws (three required)
10	14A366/14A367	Rear door regulator motor

5. To install, reverse the removal procedure.

Item 2: Retainer Pin Removal Note

1. Position the glass to access the rear glass two-part retainer.



2. Using a suitable tool, remove the center portion of the retainer pin and then the outer portion of the retainer pin.

Item 3: Rear Door Window Glass Removal Note

1. If the glass is to be removed, remove the interior and exterior weatherstrips.

Item 5: Rear Door Inner Module Assembly Removal Note

1. Disconnect the electrical connector.

2. Position the module aside to access the rear window regulator.

Item 2: Retainer Pin Installation Note

1. **NOTE:** Prior to attaching the window to the regulator, reinstall the outer and center portions of the retainer pin into the rear door window glass. The retainer pin should protrude an equal distance on both sides of the window glass.

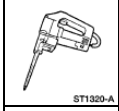
   Install the retainer pin into the rear door window glass.

2. Operate the rear door window regulator to the full up position until an audible click is heard when the retaining pin is engaged with the regulator.

3. Operate the rear door window glass and regulator for correct operation.

Rear Window Glass Printable View (123 KB)

Special Tool(s)

 ST1320-A	Interior Auto Glass Cut-Out Knife Kit (electric) 164-R2450 or equivalent
ST2579-A	Interior Auto Glass Cut-Out Knife Kit (Air Powered) 164-R2451 or equivalent
ST2085-A	The Pumper 164-R2459 or equivalent

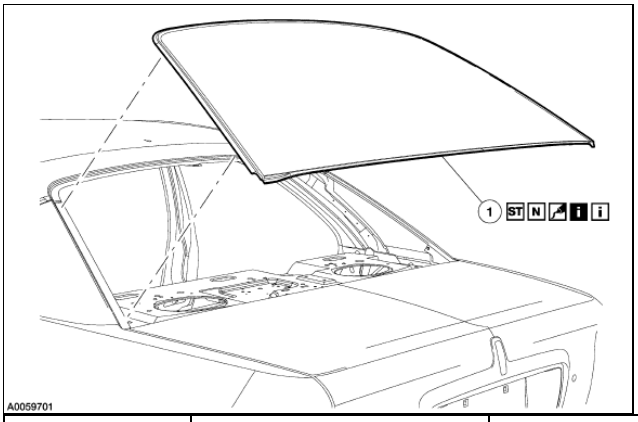
Material

Item	Specification
Urethane Metal Primer Essex U-413	WSB-M2G234-C
Urethane Glass Prep Essex U-401	WSB-M2G314-B
Urethane Glass Primer Essex U-402	WSB-M5B280-C
Urethane Adhesive Essex U-216	WSB-M2G316-B
Urethane Adhesive Essex 400-HV	WSB-M2G316-B

⚠ WARNING: To prevent glass splinters from entering the eyes or cutting the hands, wear safety glasses and heavy gloves when cutting the glass from the vehicle.

⚠ CAUTION: Care must be taken to avoid scratching the pinch weld.

1. Remove the interior trim panels surrounding the rear window glass. For additional information, refer to Section 501-01 .
2. Lower the rear portion of the headliner.
3. Remove the rear window glass.



Item	Part Number	Description
1	422A12	Rear window glass Removal Note
1	422A12	Rear window glass Installation Note

4. To install, reverse the removal procedure.

Item 1: Rear Window Glass Removal Note

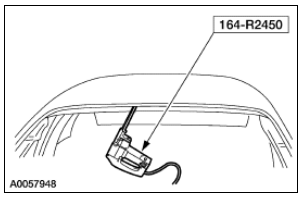
1. Disconnect the three rear window glass electrical connectors.
   - Two rear defrost electrical connectors.
   - FM antenna electrical connector.

2. Lower the rear portion of the headliner.

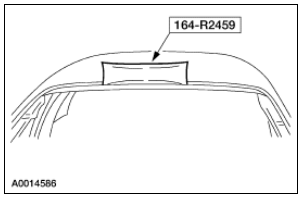
3. Using a soft brush or vacuum, remove the dirt and foreign material from the pinch weld.

4. **NOTE:** Lubricate the existing urethane adhesive with water to aid the special tool while cutting

   Using the special tool, starting at the top center of the rear window glass, cut the adhesive away from the glass and work down the sides.



5. Using the special tool, distance the rear window glass from the body.



6. Using the special tool, cut the remaining urethane adhesive and remove the rear window glass.

7. Using a soft brush or vacuum, remove the dirt and foreign material from the pinch weld.

Item 1: Rear Window Glass Installation Note

⚠ CAUTION: After installing the new urethane-installed rear window glass, the vehicle should not be driven until the urethane adhesive has cured. The curing time at temperatures above 13° C (55° F) and relative humidity above 50% is 12-24 hours. (Refer to the Essex drive away chart for the cure times as the temperatures and humidity vary). Inadequate curing of the urethane adhesive may adversely affect the strength of the urethane adhesive bond.

1. Dry fit the rear window glass to the existing urethane bed on the body pinch weld. Align the rear window glass in the opening for a uniform fit.

2. Use tape or non-permanent marking pencil to make alignment marks on the rear window glass (preferably at the setting blocks), and the body to aid in the installation alignment of the rear window glass.

3. After alignment, remove the rear window glass and molding assemblies from the vehicle and place on a stable work surface.

4. Trim the remaining urethane adhesive on the pinch weld using only the full-cut method. In this method, most of the existing urethane adhesive is removed leaving a level bead around the entire pinch weld.

5. **⚠ WARNING: All rust found on the pinch weld must be removed and the pinch weld restored to OEM specifications. If surface rust is found, remove completely down to clean, bare metal. Prime pinch weld metal with an OEM recommended curing automotive paint primer and allow to cure correctly. If rust has penetrated through the pinch weld metal, repair the pinch weld sheet metal at a body shop before proceeding.**

   Check the pinch weld for damaged sheet metal, raised sheet metal at the spot welds, rust or foreign material that may cause glass breakage. Clean or repair surface as necessary.

6. Use a wool applicator to apply urethane metal primer to any exposed metal on the pinch weld. Allow six to ten minutes to dry.

7. If reinstalling the original rear window glass, remove any excess urethane adhesive.

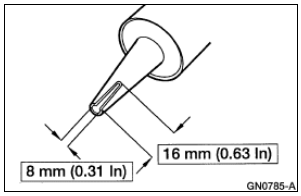
8. Clean the inside of the glass surface with an alcohol-free cleaner to make sure the ceramic-coated area is clean.

9. **⚠ CAUTION: Wipe off the urethane glass prep immediately after each application because it flash dries. Apply deliberate strokes, making sure not to overlap the applied area**

   If installing a new rear window glass, apply urethane glass prep twice around the glass surface to be prepped.

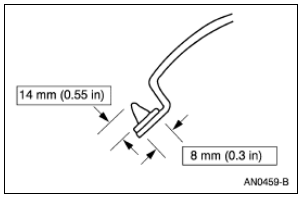
10. If installing a new rear window glass, apply urethane glass primer to the same area that was prepped in the previous step. Allow five minutes to dry.

11. Cut the urethane adhesive applicator tip to specification.



12. ⚠ **CAUTION: If the vehicle is to be driven within 24 hours of urethane adhesive application, urethane adhesive must be used due to its one-hour cure time.**

    Apply a bead of urethane adhesive to the pinch weld.



13. ⚠ **CAUTION: Open the windows to prevent the rear window glass from being pushed out by air pressure if a door is closed.**

    Install the rear window glass on the pinch weld. Align the rear window glass to the body using the alignment marks while pushing downward to set the stops.

14. Inspect the rear window glass for air or water leaks and add urethane adhesive where needed.

15. Connect the three rear window glass electrical connectors.
    - Two rear defrost electrical connectors.
    - FM antenna electrical connector.

Windshield Glass Printable View (139 KB)

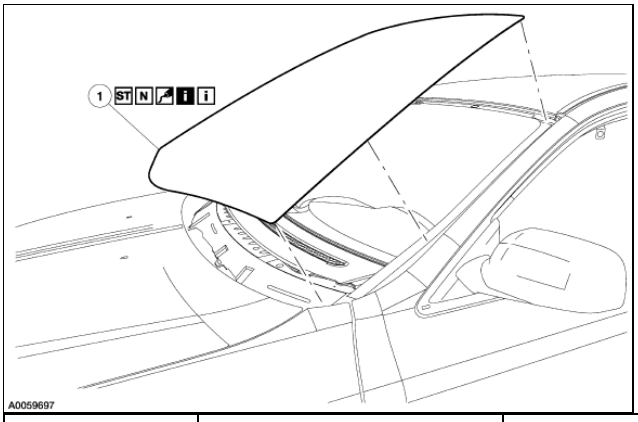
Special Tool(s)

ST1320-A	Interior Auto Glass Cut-Out Knife Kit (electric) 164-R2450 or equivalent
ST2579-A	Interior Auto Glass Cut-Out Knife Kit (Air Powered) 164-R2451 or equivalent
ST2085-A	The Pumper 164-R2459 or equivalent

Material

Item	Specification
Urethane Metal Primer Essex U-413	WSB-M2G234-C
Urethane Glass Prep Essex U-401	WSB-M2G314-B
Urethane Glass Primer Essex U-402	WSB-M5B280-C
Urethane Adhesive Essex U-216	WSB-M2G316-B
Urethane Adhesive Essex 400-HV	WSB-M2G316-B

1. Remove the cowl panel grille. For additional information, refer to Cowl Panel Grille in this section.
2. Remove the windshield side exterior moulding. For additional information, refer to Mouldings in this section.
3. Remove the interior mirror. For additional information, refer to Interior Mirror in this section.
4. Remove the rain sensor module (if equipped). For additional information, refer to Windshield Wiper in this section.
5. Remove the windshield interior trim as necessary. For additional information, refer to Section 501-01 .
6. Lower the front portion of the headliner.
7. Remove the windshield.



Item	Part Number	Description
1	03100	Windshiel Removal Note
1	03100	Windshield Installation Note

8. To install, reverse the removal procedure.

Item 1: Windshield Glass Removal Note

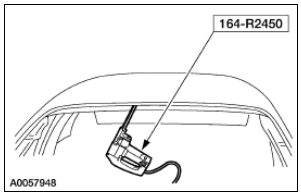
1. Using a soft brush or vacuum, remove dirt and foreign material from the pinch weld.
2. ⚠ **CAUTION: Cover the instrument panel in order to prevent possible damage.**

   ⚠ **CAUTION: Care must be used to avoid scratching the pinch weld.**

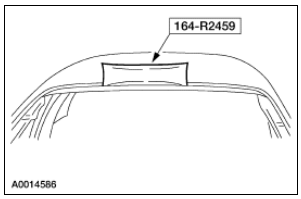
   NOTE: Lubricate the existing urethane adhesive with water to aid the special tool while cutting

   NOTE: When cutting foam inside, first cut foam dam to access urethane adhesive

   Using the special tool, starting at the top center of the windshield glass, cut the urethane adhesive away from the glass and work down the sides.



3. Using the special tool, distance the windshield from the body.



4. Remove the dual lock windshield glass stops from the sheet metal frame.
5. Using the special tool, cut the remaining urethane adhesive and remove the windshield.

6. Using a soft brush or vacuum, remove dirt and foreign material from the pinch weld.

Item 1: Windshield Glass Installation Note

⚠ CAUTION: After installing the new windshield glass, the vehicle should not be driven until the urethane adhesive has cured. The curing time at temperatures above 13° C (55° F) and relative humidity above 50% is 12-24 hours. (Refer to the Essex drive away chart for the cure times as the temperatures and humidity vary). Inadequate curing of the urethane adhesive may adversely affect the strength of the urethane adhesive bond.

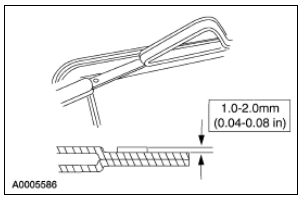
1. Dry fit the new windshield glass to the existing urethane bed on the body pinch weld. Align the windshield in the opening for uniform fit and adjust setting blocks as needed for the best fit.

2. Use tape or non-permanent marking pencil to make alignment marks on the windshield (preferably at the setting blocks), and the body to aid in the installation alignment of the new windshield.

3. After alignment, remove the windshield glass and molding assemblies from the vehicle and place on a stable work surface.

4. **⚠ CAUTION: Care must be taken to avoid scratching the pinch weld.**

   Trim the remaining urethane adhesive on the pinch weld. The urethane must be smooth and free of cuts and contamination after trimming. Avoid touching the urethane surface after preparation.



5. **⚠ CAUTION: All rust found on the pinch weld must be removed and the pinch weld restored to OEM specifications. If surface rust is found, remove completely down to clean, bare metal. Prime pinch weld metal with an OEM recommended curing automotive paint primer and allow to cure. If rust has penetrated through the pinch weld metal, repair the pinch weld sheet metal at a body shop before proceeding.**

   Check the pinch weld for damaged sheet metal, raised sheet metal at the spot welds, rust or foreign material that may cause glass breakage. Clean or repair surface as necessary.

6. Use a wool applicator to apply urethane metal primer to any exposed metal on the pinch weld. Allow six to ten minutes to dry.

7. Clean the inside of the glass surface with an alcohol-free cleaner to make sure the ceramic-coated area is clean.

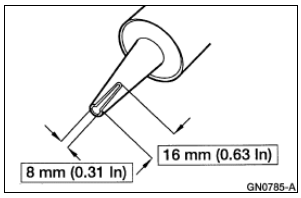
8. **NOTE:** If the moulding is already on the windshield glass, proceed to the next step.

   Align the "V" notch in the ceramic paint and windshield outside molding at top center. Fully seat the windshield outside molding along the top edge of the windshield glass and along the sides and bottom edges of the windshield glass.

9. Remove the dual lock windshield glass stop adhesive backing.

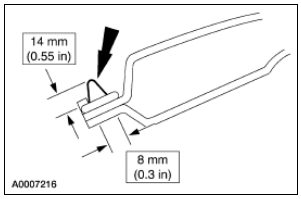
10. Apply urethane glass primer to the same area that was prepped in the previous step. Allow five minutes to dry.

11. Cut the urethane adhesive applicator tip to specification.



12. ⚠ **CAUTION: If the vehicle is to be driven within 24 hours of urethane adhesive application, urethane adhesive must be used due to its one-hour cure time.**

    Apply a bead of urethane adhesive to the pinch weld.



13. ⚠ **CAUTION: Open the windows to prevent the windshield glass from being pushed out by air pressure if a door is closed.**

    Install the windshield glass on the pinch weld. Align the windshield glass to the body using the alignment marks while pushing downward to set the stops.

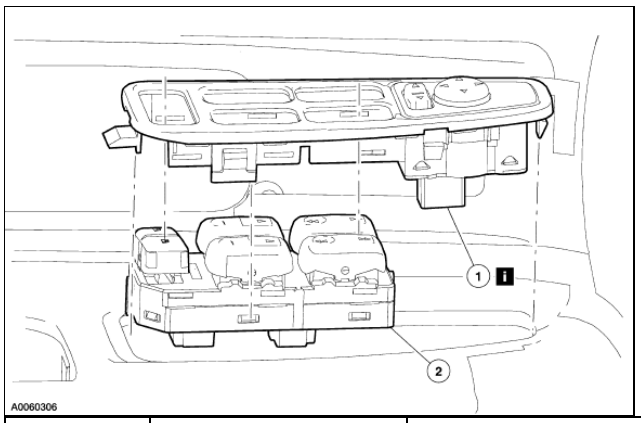
14. Inspect the windshield glass installation for air or water leaks and add urethane adhesive where needed.

15. Place two strips of duct tape onto the windshield glass and secure it to the roof panel. This will help avoid misalignment while the urethane cures.

Window Control Switch

Printable View (67 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order listed in the following illustration and table.

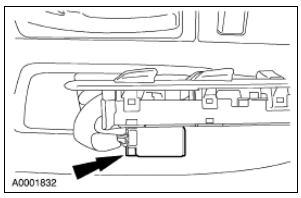


Item	Part Number	Description
1	14A564	Window control switch bezel Removal Note
2	14540	Window control switch

3. To install, reverse the removal procedure.

Item 1: Window Control Switch Bezel Removal Note

1. Carefully lift out the master window control switch and bezel from the front of the door panel to avoid breaking the tab.
2. Disconnect the electrical connector.



Windshield Wiper

Printable View (176 KB)

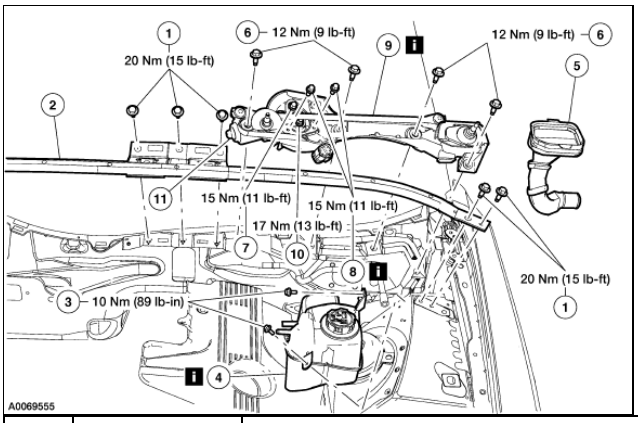
1. **CAUTION: The windshield wiper system has an auto park feature. It is necessary to disconnect the battery.**

   Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Partially drain the engine cooling system. For additional information, refer to Section 303-03 .

3. Remove the cowl panel grille. For additional information, refer to Cowl Panel Grille in this section.

4. Remove in the order indicated in the following table.

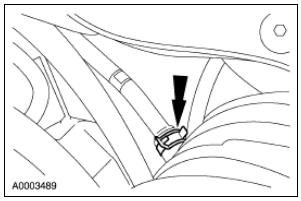


Item	Part Number	Description
1	708009-S	Strut tower support brace bolts (seven required)
2	3B336	Strut tower support brace
3		Degas bottle bolts (two required)
4	8A080	Degas bottle Removal Note
5		Drain boot (part of 17500)
6		Mounting arm and pivot shaft assembly bolts (five required)
7		Wiper motor bolt
8		Wiper motor bolts (two required) Removal Note
9	17500	Mounting arm and pivot shaft assembly Removal Note
10		Wiper motor crank bolt
11	17508	Windshield wiper motor assembly

5. To install, reverse the removal procedure.

Item 4: Degas Bottle Removal Note

1. Disconnect the degas return hose from the degas return tube.

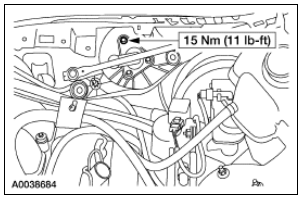


2. **NOTE:** When positioning the degas bottle aside it will be necessary to reroute the degas bottle lower hose in front of the brake booster.

   Position the degas bottle aside.

Item 8: Wiper Motor Bolts Removal Note

1. Position the windshield wiper mounting arm and pivot shaft assembly aside, and loosen the upper windshield wiper motor bolt.



2. Remove the windshield wiper mounting arm and pivot shaft assembly.

3. Rotate wiper output arm to the six o'clock position.

4. **NOTE:** To remove the lower wiper motor bolts it is necessary to rotate the bottom of the windshield wiper mounting arm and pivot shaft assembly upward.

   Remove the two lower wiper motor bolts.

Item 9: Mounting Arm And Pivot Shaft Assembly Removal Note

1. Remove the mounting arm and pivot shaft assembly.
   - Disconnect the electrical connector.

Windshield Washer Pump and Reservoir

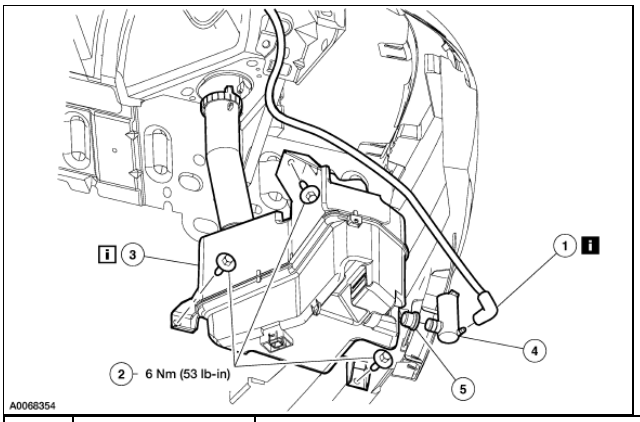
Printable View (105 KB)

1. **CAUTION: Do not make electrical connections prior to filling the windshield washer reservoir. Do not operate the windshield washer pump prior to filling the windshield washer reservoir.**

   Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Position the RF splash shield aside. For additional information, refer to Fender in this section.

3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	17A605	Windshield washer hose Removal Note
2	N806702-S55	Windshield washer reservoir screws (3 required)
3	17618	Windshield washer reservoir Installation Note
4	17K624	Washer motor and pump assembly
5	17B618	Pump seal

4. To install, reverse the removal procedure.

Item 1: Windshield Washer Hose Removal Note

1. Windshield washer fluid should be collected in a container after the windshield washer hose is disconnected.

Item 3: Windshield Washer Reservoir Installation Note

1. Do not make electrical connections prior to filling the windshield washer reservoir.

2. Do not operate the windshield washer pump prior to filling the windshield washer reservoir.

Front Bumper

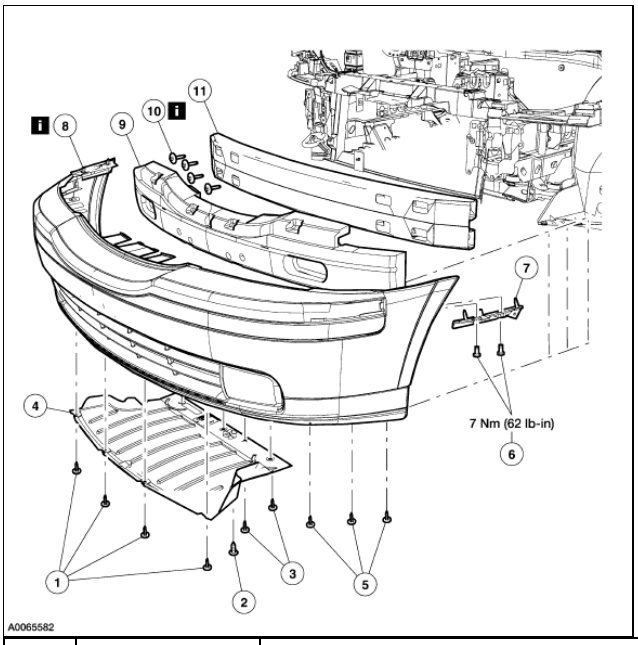
Printable View (165 KB)

1. Remove the headlamps. For additional information, refer to Section 417-01 .

2. To remove individual components, only carry out the listed steps.

Component	Steps
Front valance panel	1-4
Bumper cover	1-8
Bumper beam	1-11

3. Remove the components in the order listed in the following illustration and table.



Item	Part Number	Description
1	N801169-S	Front valance panel screw (four required)
2		Pin-type retainer
3		Front valance panel screws (two required)
4	17B635	Front valance panel
5		Inner fender splash shield screws (six required)
6		Bumper cover bracket bolts (four required)
7	17D959	Bumper cover brackets (two required)
8	17D957	Bumper cover Removal Note
9	17E898	Bumper insulator
10	W705319-S	Bumper beam bolts (eight required) Removal Note
11	17720	Bumper beam

4. To install, reverse the removal procedure.

Item 8: Bumper Cover Removal Note

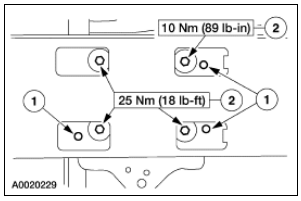
1. Disconnect the two fog lamp electrical connectors

2. Disconnect the two side marker lamp electrical connectors.

3. Remove the front bumper cover by pulling the center tabs downward and the outboard tabs on each side outward.

Item 10: Bumper Beam Bolts Removal Note

1. Remove the front bumper.
    1. Drill out the six spot welds.
    2. Remove the eight bolts.



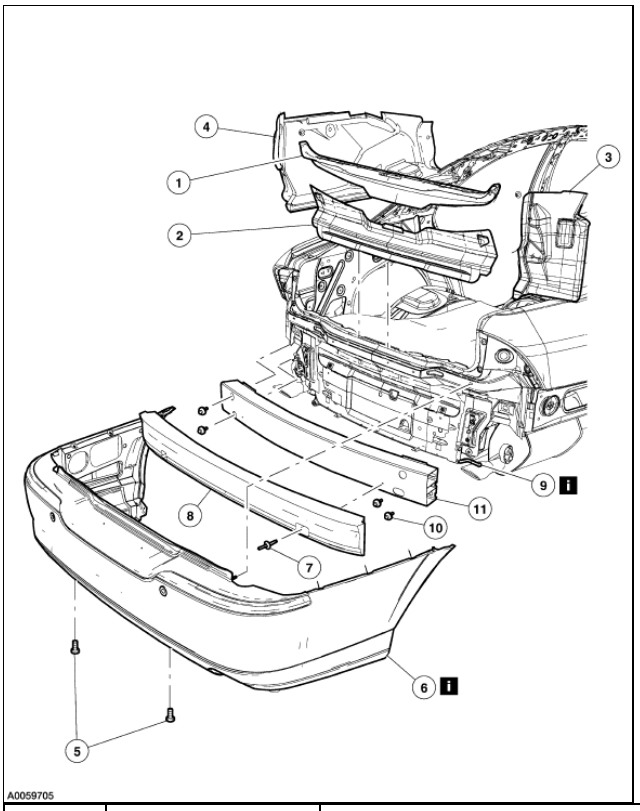
Rear Bumper

Printable View (270 KB)

1. To remove individual components, only carry out the listed steps.

Component	Steps
Rear bumper cover	1-6
Rear bumper insulator	1-8
Rear bumper beam	1-11

2. Remove the components in the order listed in the following illustration and table.



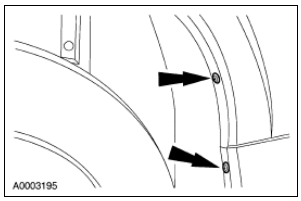
Item	Part Number	Description
1		Luggage compartment scuff plate
2		Back trim panel
3		RH trim panel
4		LH trim panel
5		Bumper cover screws (two required)
6	17K835	Rear bumper cover Removal Note
7	N807168-S	Rivet
8	17C899	Rear bumper insulator
9		Rear exhaust hanger Removal Note
10	N808081-S	Rear bumper beam bolts (four required)

11		Rear bumper beam

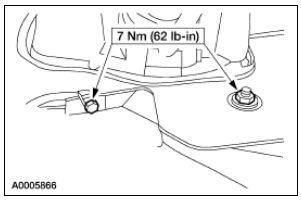
3. To install, reverse the removal procedure.
    - Transfer components as necessary.

Item 6: Rear Bumper Cover Removal Note

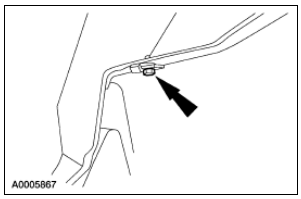
1. Remove the four inner fender screws.



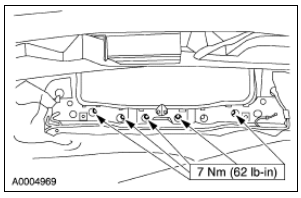
2. RH side only, remove the rear bumper cover bolt and the nut located in the wheel well area.



3. LH side only, remove the rear bumper cover bolt.



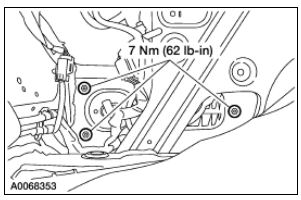
4. From the luggage compartment, remove the rear bumper cover nuts.



5. From inside the luggage compartment, remove the five rear bumper cover nuts.

6. **NOTE:** LH shown, RH similar.

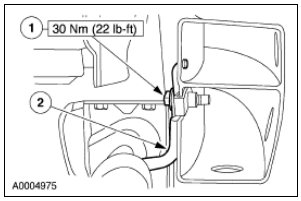
   From inside the luggage compartment, remove the six rear bumper cover nuts (three on each side).



7. Disconnect the electrical connector.

Item 9: Rear Bumper Beam Removal Note

1. Remove the exhaust hanger bracket.
    1. Remove the bolt.
    2. Remove the bracket.



Body System Interior Component Location Index

Printable View (200 KB)

Roof Opening Panel and Headliner

Instrument Panel, Floor Console and Interior Trim Panels

Printable View (12 KB)

General Specifications

Item	Specification
Roof Opening Panel	
Roof opening panel glass flushness: front	-1.0 - 0 mm (-0.040 - 0 in) flush to front
Roof opening panel glass flushness: rear	1.0-0 mm (0.040 - 0 in) flush to glass

Torque Specifications

Description	Nm	lb-ft	lb-in
Ashtray assembly top screws	2		18
Ashtray assembly bottom screws	3		27
Bulkhead electrical connector bolt	3		27
Door trim panel screws	1		9
Floor console nuts	4		35
Floor console front screws	1		9
Glove compartment bin screws	1		9
Glove compartment door bolts	5		44
Hood release handle screws	2		18
Instrument cluster finish panel screws	2		18
Instrument panel cowl side bolts	20	15	
Instrument panel cowl side nuts	20	15	
Instrument panel cowl top screws	3		27
Instrument panel steering column reinforcement screw	3		27
Instrument panel steering column reinforcement screws	9		80
Instrument panel tunnel brace bolts	20	15	
Intermediate shaft pinch bolt	35	26	
Passenger assist handle screws	1		9
Roof opening panel assembly bolts	10		89
Roof opening panel screws	4		35
Roof opening panel motor and module screws	6		53
Safety belt anchor bolt	40	30	
Safety belt anchor nut	40	30	
Sun visor screws	1		9
Instrument panel trim panel (RH)	1		9

Body System Interior Printable View (9 KB)

Interior Trim

The interior trim panels provide insulation from noise and exterior temperatures. It covers the interior of the vehicle sheet metal, covering the many modules, latches, handles, cables and wiring. It also provides a mounting location for the window control and door lock switches.

Console

The floor console houses the electronic parking brake, traction/advance trac switch, auxiliary power point, two cup holders and extra storage space in the rear of the passenger compartment. The overhead console incorporates two interior lights with switches, roof opening panel switch and the parking aid switch.

Roof Opening Panel

The roof opening panel is an electronically operated panel that can be opened, closed or vented (tilted) by the roof opening panel switch. The switch has two detents for opening, two detents for closing and a center position for venting operations. Manual open and close are provided by the motor as long as the switch is held in the first detent. Express open or express close will occur if the switch is moved to the second detent, at which time it may be released. Proportional tilt-up occurs when the vent/tilt switch is pressed while the roof opening panel is in the fully closed or tilt range. Proportional tilt-up stops when the vent/tilt switch is released. One-touch tilt occurs when the vent/tilt switch is pressed and released while the moonroof is in fully open or slide. When commanded, the roof opening panel will express close then move to the full vent position.

Principles of Operation

Voltage is supplied to the roof opening panel motor at all times through circuit 30-AG12 (RD/GN) with the motor being grounded by circuit 31-AG12 (BK/GN). The driver door module (DDM) provides the delayed accessory power on circuit 10-AJ43B (GY/VT) and also the global open/close signal on circuit 8-AJ43B (WH/BU). Since the roof opening panel motor is always powered, the delayed accessory circuit is actually used by the smart motor to determine key position (key OFF, key ON).

With the delayed accessory circuit powered, the roof opening panel smart motor will operate as per the command supplied by the voltage input from the roof opening panel control switch on circuits 32-AG10 (WH/BU) (OPEN), 9-AG7 (BN/RD) common, 32-AG12 (WH/GN) (TILT UP), 33-AG10 (YE/BU) (CLOSE). The commands may include either a one-touch (express) open or close, proportional open or close, vent open or close.

The global open function will occur if the unlock button is pressed and held for two seconds. The driver door module (DDM) will receive the input from the transmitter and will transmit a signal over the global open/close circuit 8-AJ43 (WH/BU) to the roof opening panel smart motor. The microprocessor (which makes it a "smart" motor) in the smart motor will determine which global function to carry out and will then do so. If the key is turned in the driver door lock cylinder to the unlock position and held for two seconds (for global open) or to the lock position and held for two seconds (for global close), the DDM will process these inputs and send the appropriate global open/close signal to the roof opening panel smart motor.

Roof Opening Panel Printable View (140 KB)

Refer to Wiring Diagrams Cell 101 , Roof Opening Panel for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Roof opening panel glass • Roof opening panel • Roof opening panel drain hoses • Roof opening panel lifter assemblies • Roof opening panel water trough • Roof opening panel seal	• Rear battery junction box (BJB) fuse 16 (20A) • Circuitry • Driver door module (DDM) • Loose or corroded connections • Roof opening panel motor • Roof opening panel control switch

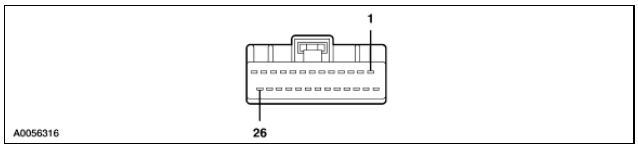
3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. Any disassembly of the roof opening panel requires reinitialization. Refer to Roof Opening Panel Motor Initialization in this section.
5. If the concern is not visually evident, verify the symptom and GO to Symptom Chart .

Symptom Chart

Symptom Chart

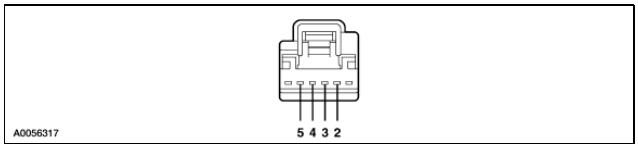
Connector Circuit Reference

DDM C501d



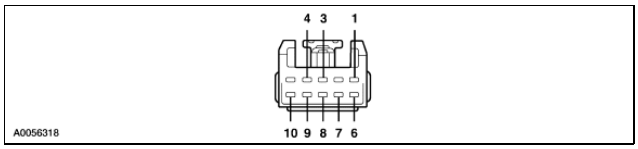
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	10-AJ43B (GY/VT) DDM delayed accessory circuit	Less than 5 ohms resistance between the DDM and the roof opening panel motor.
26	8-AJ43B (WH/BU) DDM global open/close circuit	Less than 5 ohms resistance between the DDM and the roof opening panel motor, greater than 10,000 ohms between the DDM and ground.

Roof Opening Panel Control Switch C912



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	32-AG10 (WH/BU) roof opening panel open/express close circuit	Less than 5 ohms resistance between the roof opening panel control switch and the roof opening panel motor, greater than 10,000 ohms between the roof opening panel control switch and ground.
3	9-AG7 (BN/RD) roof opening panel ground circuit	Less than 5 ohms resistance between the roof opening panel control switch and the roof opening panel motor, greater than 10,000 ohms between the roof opening panel control switch and ground.
4	32-AG12 (WH/GN) roof opening panel auto open/tilt up circuit	Less than 5 ohms resistance between the roof opening panel control switch and the roof opening panel motor, greater than 10,000 ohms between the roof opening panel control switch and ground.
5	33-AG10 (YE/BU) roof opening panel motor close/tilt down circuit	Less than 5 ohms resistance between the roof opening panel control switch and the roof opening panel motor, greater than 10,000 ohms between the roof opening panel control switch and ground.

Roof Opening Panel Motor C920



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	30-AG12 (RD/GN) roof opening panel motor power supply circuit	Greater than 10 volts between the roof opening panel motor and ground.
3	10-AJ43B (GY/VT) delayed accessory circuit	Less than 5 ohms resistance between the roof opening panel motor and the DDM, greater than 10,000 ohms between the roof opening panel motor and ground.
4	32-AG12 (WH/GN) roof opening panel motor auto open/tilt up circuit	Less than 5 ohms resistance between the roof opening panel motor and the roof opening panel control switch. Greater than 10,000 ohms between the roof opening panel motor and ground.
6	8-AJ43B (WH/BU) roof opening panel motor global open/close circuit	Less than 5 ohms resistance between the roof opening panel motor and the DDM. Greater than 10,000 ohms between the roof opening panel motor and ground.
7	9-AG7 (BN/RD) roof opening panel motor ground circuit	Less than 5 ohms resistance between the roof opening panel motor and the roof opening panel control switch. Greater than 10,000 ohms between the roof opening panel motor and ground.
8	33-AG10 (YE/BU) roof opening panel motor close/tilt down circuit	Less than 5 ohms resistance between the roof opening panel motor and the roof opening panel control switch. Greater than 10,000 ohms between the roof opening panel motor and ground.
9	32-AG10 (WH/BU) roof opening panel motor open/express close circuit	Less than 5 ohms resistance between the roof opening panel motor and the roof opening panel control switch. Greater than 10,000 ohms between the roof opening panel motor and ground.
10	31-AG12 (BK/GN) roof opening panel motor ground circuit	0 voltage between roof opening panel motor and ground. Less than 5 ohms resistance between the roof opening panel motor and ground.

Pinpoint Test A: The Roof Opening Panel Has Excessive Wind Noise

Normal Operation

When the roof opening panel glass is completely closed, it should be flush with the roof panel.

Possible Causes

- roof opening panel adjustment
- roof opening panel seal

PINPOINT TEST A: THE ROOF OPENING PANEL HAS EXCESSIVE WIND NOISE

Test Step	Result / Action to Take
A1 CHECK THE ROOF OPENING PANEL SEALS	
• **NOTE:** Make sure the seals are not loose, cracked, pinched or obstructed. • Check the roof opening panel seals. • **Are the seals OK?**	**Yes** GO to A2 . **No** INSTALL a new roof opening panel. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section.
A2 CHECK THE ROOF OPENING PANEL ADJUSTMENT	
• Key in ON position. • Open and close the roof opening panel glass. • Check the adjustment when the roof opening panel glass closes. • **Is the adjustment OK?**	**Yes** CHECK for correct installation of the roof opening panel motor. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section.TEST the system for normal operation. **No** ADJUST the roof opening panel. REFER to Roof Opening Panel Alignment in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test B: The Roof Opening Panel Leaks

Normal Operation

When the roof opening panel glass is completely closed, it should be flush with the roof panel.

Possible Causes

- roof opening panel adjustments
- roof opening panel drain hoses
- roof opening panel seal
- roof opening panel
- roof opening panel assembly

PINPOINT TEST B: THE ROOF OPENING PANEL LEAKS

Test Step	Result / Action to Take
B1 CHECK THE ADJUSTMENT OF THE ROOF OPENING PANEL	
• **NOTE:** Make sure the roof opening panel seals are not cracked or loose. • Check the roof opening panel seals.	**Yes** GO to B2 . **No**

• **Does the roof opening panel seal seat correctly?**	ADJUST the roof opening panel. REFER to Roof Opening Panel Alignment in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
B2 CHECK THE ROOF OPENING PANEL DRAIN HOSES	
• **NOTE:** Make sure the roof opening panel drain hoses are not cracked, slit, pinched or obstructed. • Check the four roof opening panel drain hoses for correct operation. • **Are the roof opening panel drain hoses OK?**	**Yes** GO to B3 . **No** REPAIR the roof opening panel drain hose(s). TEST the system for normal operation.
B3 CHECK THE ROOF OPENING PANEL DRAIN HOSE ATTACHMENT POINTS	
• **NOTE:** Make sure the roof opening panel drain hose attachment points are not damaged or obstructed. • Check the roof opening panel drain hose attachment points for correct attachment. • **Are the attachment points OK?**	**Yes** GO to B4 . **No** REPAIR or INSTALL a new roof opening panel. REFER to Roof Opening Panel in this section. TEST the system for normal operation.
B4 CHECK THE ROOF OPENING PANEL WATER TROUGH CONDITION	
• Check the roof opening panel water trough and the water trough seal for damage. • **Are the roof opening panel water trough and seal OK?**	**Yes** GO to B5 . **No** REPAIR the roof opening panel water trough and seal. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
B5 CHECK THE CONDITION OF THE ROOF OPENING PANEL	
• Check the roof opening panel assembly for damage that may cause the roof opening panel seal to seat incorrectly. • **Is the roof opening panel assembly OK?**	**Yes** INSTALL a new roof opening panel assembly. REFER to Roof Opening Panel in this section. TEST the system for normal operation. **No** REPAIR or INSTALL a new roof opening panel assembly. REFER to Roof Opening Panel in this section. TEST the system for normal operation.

Pinpoint Test C: The Roof Opening Panel Rattles

Normal Operation

When the roof opening panel glass is completely closed, it should be flush with the roof panel. All components should be secured correctly.

Possible Causes

- roof opening panel operation
- roof opening panel tracks
- roof opening panel water trough
- roof opening panel lifter assemblies
- headliner
- roof opening panel motor pad

PINPOINT TEST C: THE ROOF OPENING PANEL RATTLES

Test Step	Result / Action to Take
C1 CHECK THE ROOF OPENING PANEL OPERATION	
• Check the roof opening panel during operation. • **Is the roof opening panel loose?**	**Yes** ADJUST the roof opening panel. REFER to Roof Opening Panel Alignment in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** GO to C2 .
C2 CHECK THE ROOF OPENING PANEL TRACKS	
• Open the roof opening panel. • Check the roof opening panel tracks for obstructions and damage. • **Are the roof opening panel tracks OK?**	**Yes** GO to C3 . **No** REMOVE all the roof opening panel track obstructions and REPAIR the roof opening panel tracks. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
C3 CHECK THE ROOF OPENING PANEL WATER TROUGH AND TROUGH GUIDES	
• Check the roof opening panel water trough and trough guides for any loose fasteners or obstructions. • **Are the roof opening panel trough and trough guides installed securely and free from obstructions?**	**Yes** GO to C4 . **No** REMOVE all obstructions from the roof opening panel trough and install securely. SECURE the trough guides or INSTALL new roof opening panel assembly if damaged. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.

C4 CHECK THE ROOF OPENING PANEL MOTOR PAD	
• Check the motor pad for correct installation and damage. • **Is the motor pad installed correctly and not damaged?**	**Yes** GO to C5 . **No** INSTALL the motor pad correctly or INSTALL a new motor pad. TEST the system for normal operation.
C5 CHECK THE ROOF OPENING PANEL AIR DEFLECTOR ASSEMBLY	
• Check the roof opening panel air deflector for obstructions and damage. • **Is the roof opening panel air deflector OK?**	**Yes** GO to C6 . **No** REMOVE all obstructions and REPAIR as necessary. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
C6 CHECK THE ROOF OPENING PANEL	
• Verify the roof opening panel is free from obstruction and damage, and is securely fastened. • **Is the roof opening panel assembly OK?**	**Yes** GO to C7 . **No** REPAIR or INSTALL a new roof opening panel assembly. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
C7 CHECK THE ROOF OPENING PANEL LIFTER ASSEMBLIES	
• Verify the roof opening panel lifter assemblies are free from obstructions and damage. • **Are the roof opening panel lifter assemblies OK?**	**Yes** INSTALL a new roof opening panel assembly. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** REMOVE all obstructions from the roof opening panel lifter assemblies and REPAIR any damage. TEST the system for normal operation.

Pinpoint Test D: The Roof Opening Panel Is Noisy During Operation

Normal Operation

The roof opening panel should operate smoothly while opening and closing.

Possible Causes

- roof opening panel
- roof opening panel lifter assemblies

- roof opening panel adjustment
- roof opening panel motor

PINPOINT TEST D: THE ROOF OPENING PANEL IS NOISY DURING OPERATION

Test Step	Result / Action to Take
D1 CHECK THE ROOF OPENING PANEL FOR OBSTRUCTIONS OR DAMAGE	
• Check the roof opening panel for any obstructions and damage. • **Are there any obstructions or damage?**	**Yes** REMOVE all obstructions. REPAIR any damage or INSTALL a new roof opening panel. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** GO to D2 .
D2 CHECK THE ROOF OPENING PANEL OPERATION	
• Check the roof opening panel during operation. • **Is the roof opening panel loose or incorrectly adjusted?**	**Yes** ADJUST the roof opening panel. REFER to Roof Opening Panel Alignment in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** GO to D3 .
D3 CHECK THE ROOF OPENING PANEL TRACKS	
• Open the roof opening panel. • Check the roof opening panel tracks for obstructions and damage. • **Are the roof opening panel tracks OK?**	**Yes** GO to D4 . **No** REMOVE all obstructions and REPAIR any damage. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
D4 CHECK THE ROOF OPENING PANEL LIFTER ASSEMBLIES	
• Check the roof opening panel lifter assemblies for obstructions and damage. • **Are the roof opening panel lifter assemblies OK?**	**Yes** GO to D5 . **No** REMOVE all obstructions and REPAIR any damage. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for

	normal operation.
D5 CHECK THE ROOF OPENING PANEL MOTOR	
• Gain access to the roof opening panel motor. • Open the roof opening panel. • **Does the roof opening panel motor make excessive noise?**	**Yes** INSTALL a new roof opening panel motor. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** ADJUST the roof opening panel. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test E: The Roof Opening Panel Is Inoperative

Normal Operation

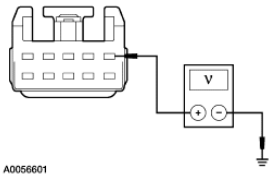
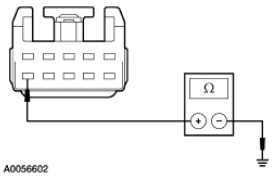
The roof opening panel motor is energized by voltage on circuit 30-AG12 (RD/GN). The roof opening panel motor is grounded through circuit 31-AG12 (BK/GN). When the roof opening panel control switch is pressed it connects circuit 32-AG12 (WH/GN) to circuit 9-AG7 (BR/RD) for tilt up. When the roof opening panel control switch is slid to the open position and released it will connect circuit 32-AG10 (WH/BU) to circuit 9-AG7 (BN/RD) for open. When the roof opening panel control switch is slid to the close position and released it will connect circuit 33-AG10 (YE/BU) to circuit 9-AG7 (BN/RD) for close.

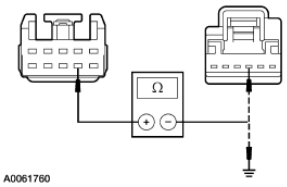
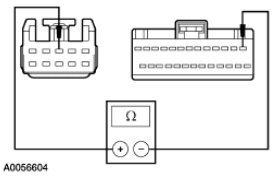
Possible Causes

- circuit 9-AG7 (BN/RD) shorted to ground or open
- circuit 30-AG12 (RD/GN) open
- circuit 31-AG12 (BK/GN) open
- circuit 10-AJ43B (GY/VT) open
- roof opening panel lifter assemblies
- roof opening panel adjustment
- roof opening panel motor
- roof opening panel control switch
- rear battery junction box (BJB) fuse 16 (20A) open

PINPOINT TEST E: THE ROOF OPENING PANEL IS INOPERATIVE

Test Step	Result / Action to Take
E1 VERIFY POWER WINDOWS ARE OPERATIONAL	
• Operate the power windows. • **Do the power windows operate?**	**Yes** GO to E2 . **No** REFER to Section 501-00 to diagnose the inoperative windows.
E2 VERIFY THE ROOF OPENING PANEL ADJUSTMENT	
• Verify the roof opening panel is adjusted correctly. • **Is the roof opening panel adjusted correctly?**	**Yes** GO to E3 .

	No ADJUST the roof opening panel. REFER to Roof Opening Panel Alignment in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
E3 CHECK THE ROOF OPENING PANEL LIFTER ASSEMBLIES FOR OBSTRUCTIONS AND DAMAGE	
• Check the roof opening panel lifter assemblies for obstructions and damage. • **Are the roof opening panel lifter assemblies OK?**	**Yes** GO to E4 . **No** REMOVE all obstructions and REPAIR any damage. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
E4 CHECK CIRCUIT 30-AG12 (RD/GN) FOR VOLTAGE	
• Disconnect: Roof Opening Panel Motor C920. • Measure the voltage between the roof opening panel motor C920-1, circuit 30-AG12 (RD/GN), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to E5 . **No** REPAIR the circuit. TEST the system for normal operation.
E5 CHECK CIRCUIT 31-AG12 (BK/GN) FOR AN OPEN	
• Measure the resistance between the roof opening panel motor C920-10, circuit 31-AG12 (BK/GN), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to E6 . **No** REPAIR the circuit. TEST the system for normal operation.
E6 CHECK THE ROOF OPENING PANEL CONTROL SWITCH	

• Disconnect: Roof Opening Panel Control Switch C912. • Carry out the roof opening panel control switch component test. Refer to Component Test in this section. • **Is the roof opening panel control switch ok?**	**Yes** GO to E7 . **No** INSTALL a new roof opening panel control switch. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
E7 CHECK CIRCUIT 9-AG7 (BN/RD) FOR A SHORT TO GROUND OR AN OPEN	
• Measure the resistance between the roof opening panel motor C920-7, circuit 9-AG7 (BN/RD), harness side and ground; and between the roof opening panel motor C920-7, circuit 9-AG7 (BN/RD), harness side and the roof opening panel control switch C912-3, circuit 9-AG7 (BN/RD), harness side.  A0061760 • **Is the resistance greater than 10,000 ohms between the roof opening panel motor and ground and less than 5 ohms between the roof opening panel control switch and the roof opening panel motor?**	**Yes** GO to E8 . **No** REPAIR the circuit. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
E8 CHECK CIRCUIT 10-AJ43B (GY/VT) FOR AN OPEN	
• Disconnect: DDM C501d. • Measure the resistance between the roof opening panel motor C920-3, circuit 10-AJ43B (GY/VT), harness side and the DDM C501d-1, circuit 10-AJ43B (GY/VT), harness side.  A0056604 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new roof opening panel motor. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** REPAIR the circuit. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test F: The Roof Opening Panel Does Not Open Or Close

Normal Operation

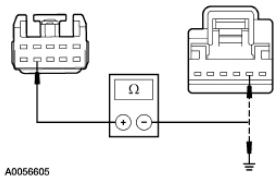
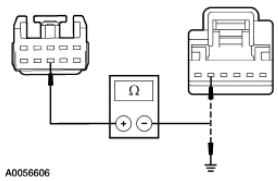
The roof opening panel motor is energized by voltage on circuit 30-AG12 (RD/GN). The roof opening panel motor is grounded through circuit 31-AG12 (BK/GN). When the roof opening panel control switch is slid to the open position and released it will connect circuit 32-AG10 (WH/BU) to circuit 9-AG7 (BN/RD) for open. When the roof opening panel control switch is slid to the close position and released it will connect circuit 33-AG10 (YE/BU) to circuit 9-AG7 (BN/RD) for close.

Possible Causes

- circuit 32-AG10 (WH/BU) shorted to ground or open
- circuit 33-AG10 (YE/BU) shorted to ground or open
- roof opening panel lifter assemblies
- roof opening panel adjustment
- roof opening panel motor
- roof opening panel control switch

PINPOINT TEST F: THE ROOF OPENING PANEL DOES NOT OPEN OR CLOSE

Test Step	Result / Action to Take
F1 VERIFY THE ROOF OPENING PANEL ADJUSTMENT	
• Verify the roof opening panel is adjusted correctly. • **Is the roof opening panel adjusted correctly?**	**Yes** GO to F2 . **No** ADJUST the roof opening panel. REFER to Roof Opening Panel Alignment in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
F2 CHECK THE ROOF OPENING PANEL LIFTER ASSEMBLIES FOR OBSTRUCTIONS AND DAMAGE	
• Check the roof opening panel lifter assemblies for obstructions and damage. • **Are the roof opening panel lifter assemblies OK?**	**Yes** GO to F3 . **No** REMOVE all obstructions and REPAIR any damage. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
F3 CHECK THE ROOF OPENING PANEL CONTROL SWITCH	
• Key in OFF position. • Disconnect: Roof Opening Panel Control Switch C912. • Carry out the roof opening panel control switch component test. REFER to Component Test in this section.	**Yes** If the open function is inoperative, GO to F4 . If the close function is inoperative, GO to F5 . **No** INSTALL a new roof opening panel control

• **Is the roof opening panel control switch OK?**	switch. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
F4 CHECK CIRCUIT 32-AG10 (WH/BU) FOR A SHORT TO GROUND OR AN OPEN	
• Disconnect: Roof Opening Panel Motor C920. • Measure the resistance between the roof opening panel motor C920-9, circuit 32-AG10 (WH/BU), harness side and ground; and between the roof opening panel motor C920-9, circuit 32-AG10 (WH/BU), harness side and the roof opening panel control switch C912-2, circuit 32-AG10 (WH/BU), harness side.  • **Is the resistance greater than 10,000 ohms between the roof opening panel motor and ground and less than 5 ohms between the roof opening panel control switch and the roof opening panel motor?**	**Yes** INSTALL a new roof opening panel motor. Refer to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** REPAIR the circuit. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
F5 CHECK CIRCUIT 33-AG10 (YE/BU) FOR A SHORT TO GROUND AN OPEN	
• Disconnect: Roof Opening Panel Motor C920. • Measure the resistance between the roof opening panel motor C920-8, circuit 33-AG10 (YE/BU), harness side and ground; and between the roof opening panel motor C920-8, circuit 33-AG10 (YE/BU), harness side and the roof opening panel control switch C912-5, circuit 33-AG10 (YE/BU), harness side.  • **Is the resistance greater than 10,000 ohms between the roof opening panel motor and ground and less than 5 ohms between the roof opening panel control switch and the roof opening panel motor?**	**Yes** INSTALL a new roof opening panel motor. Refer to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** REPAIR the circuit. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test G: The Roof Opening Panel Does Not Open Or Close In Vent Position

Normal Operation

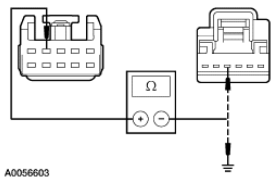
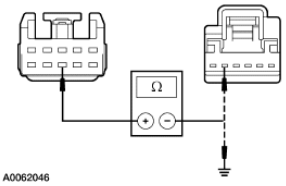
The roof opening panel motor is energized by voltage on circuit 30-AG12 (RD/GN). The roof opening panel motor is grounded through circuit 31-AG12 (BK/GN). When the roof opening panel control switch is pressed, it connects circuit 32-AG12 (WH/GN) to circuit 9-AG7 (BR/RD) for tilt up. When the roof opening panel control switch is slid to the close position and released it will connect circuit 33-AG10 (YE/BU) to circuit 9-AG7 (BN/RD) for close.

Possible Causes

- circuit 32-AG12 (WH/GN) shorted to ground or open
- circuit 33-AG10 (YE/BU) shorted to ground or open
- roof opening panel lifter assemblies
- roof opening panel adjustment
- roof opening panel motor
- roof opening panel control switch

PINPOINT TEST G: THE ROOF OPENING PANEL DOES NOT OPEN OR CLOSE IN VENT POSITION

Test Step	Result / Action to Take
G1 VERIFY THE ROOF OPENING PANEL ADJUSTMENT	
• Verify the roof opening panel is adjusted correctly. • **Is the roof opening panel adjusted correctly?**	**Yes** GO to G2 . **No** ADJUST the roof opening panel. REFER to Roof Opening Panel Alignment in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
G2 CHECK THE ROOF OPENING PANEL LIFTER ASSEMBLIES FOR OBSTRUCTIONS AND DAMAGE	
• Check the roof opening panel lifter assemblies for obstructions and damage. • **Are the roof opening panel lifter assemblies OK?**	**Yes** GO to G3 . **No** REMOVE all obstructions and REPAIR any damage. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
G3 CHECK THE ROOF OPENING PANEL CONTROL SWITCH	
• Key in OFF position. • Disconnect: Roof Opening Panel Control Switch C912. • Carry out the roof opening panel control switch component test. REFER to Component Test in this section.	**Yes** GO to G4 . **No** INSTALL a new roof opening panel control switch. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel

• **Is the roof opening panel control switch OK?**	Motor Initialization in this section. TEST the system for normal operation.
G4 CHECK CIRCUIT 32-AG12 (WH/GN) FOR A SHORT TO GROUND OR AN OPEN	
• Disconnect: Roof Opening Panel Motor C920. • Measure the resistance between the roof opening panel motor C920-4, circuit 32-AG12 (WH/GN), harness side and ground; and between the roof opening panel motor C920-4, circuit 32-AG12 (WH/GN), harness side and the roof opening panel control switch C912-4, circuit 32-AG12 (WH/GN), harness side.  A0056603 • **Is the resistance greater than 10,000 ohms between the roof opening panel motor and ground and less than 5 ohms between the roof opening panel control switch and the roof opening panel motor?**	**Yes** GO to G5 . **No** REPAIR the circuit. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.
G5 CHECK CIRCUIT 33-AG10 (YE/BU) FOR A SHORT TO GROUND OR AN OPEN	
• Measure the resistance between the roof opening panel motor C920-8, circuit 33-AG10 (YE/BU), harness side and ground; and between the roof opening panel motor C920-8, circuit 33-AG10 (YE/BU), harness side and the roof opening panel control switch C912-5, circuit 33-AG10 (YE/BU), harness side.  A0062046 • **Is the resistance greater than 10,000 ohms between the roof opening panel motor and ground and less than 5 ohms between the roof opening panel motor and the roof opening panel control switch?**	**Yes** INSTALL a new roof opening panel motor. Refer to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** REPAIR the circuit. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test H: The Global Open/Close Is Inoperative

Normal Operation

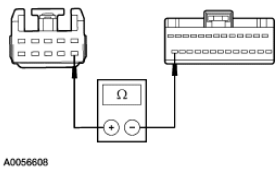
The roof opening panel motor is energized by voltage on circuit 30-AG12 (RD/GN). The roof opening panel motor is grounded through circuit 31-AG12 (BK/GN). When the global open or close feature is activated the

DDM sends a signal via circuit 8-AJ43 (WH/BU) to the roof opening panel motor. The global open/close will not function when the delayed accessory is active.

Possible Causes

- circuit 8-AJ43 (WH/BU) open
- roof opening panel motor
- driver door module (DDM)

PINPOINT TEST H: THE GLOBAL OPEN/CLOSE IS INOPERATIVE

Test Step	Result / Action to Take
H1 VERIFY POWER WINDOWS ARE OPERATIONAL	
• Operate the power windows, using the global open/close procedure. • **Do the power windows operate correctly?**	**Yes** GO to H2 . **No** REFER to Section 501-00 to diagnose the inoperative windows.
H2 CHECK CIRCUIT 8-AJ43 (WH/BU) FOR AN OPEN	
• Disconnect: Roof Opening Panel Motor C920. • Disconnect: DDM C501d. • Measure the resistance between the roof opening panel motor C920-6, circuit 8-AJ43B (WH/BU), harness side and the DDM C501d-26, circuit 8-AJ43 (WH/BU), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new roof opening panel motor. Refer to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** REPAIR the circuit. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.

Pinpoint Test I: The Express Open/Close Is Inoperative

Normal Operation

When the roof opening panel control switch is placed in the second detent of the open position the roof opening panel opens automatically to the full-open position. When the roof opening panel control switch is placed in the second detent of the close position, the roof opening panel closes automatically to the full-close position.

Possible Causes

- roof opening panel control switch

- roof opening panel motor

PINPOINT TEST I: THE EXPRESS OPEN/CLOSE IS INOPERATIVE

Test Step	Result / Action to Take
I1 CHECK THE ROOF OPENING PANEL CONTROL SWITCH	
• Key in OFF position. • Disconnect: Roof Opening Panel Control Switch C912. • Carry out the roof opening panel control switch component test. REFER to Component Test in this section. • **Is the roof opening panel control switch OK?**	**Yes** INSTALL a new roof opening panel motor. REFER to Roof Opening Panel in this section. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation. **No** INSTALL a new roof opening panel control switch. REINITIALIZE the roof opening panel. REFER to Roof Opening Panel Motor Initialization in this section. TEST the system for normal operation.

Component Test

Roof Opening Panel Control Switch

1. Measure the resistance between the following roof opening panel control switch C912 pins (component side) as follows:

Switch Position	Pin	Resistance Value
Off	Between All Pins	Greater than 10,000 ohms
Tilt Up	3 and 4	Less than 5 ohms
Open	2 and 3	Less than 5 ohms
One Touch Open	2, 3 and 4	Less than 5 ohms
Close/Tilt Down	3 and 5	Less than 5 ohms
One Touch Close	2, 3 and 5	Less than 5 ohms

Water Drainage System Check and Water Leak Corrections

Printable View (9 KB)

NOTE: One drain hose is attached at each corner of the roof panel. The two front drain hoses are routed down the windshield pillars and into the cowl sides exiting at the rocker panel drain holes. The two rear drain hoses are routed down the rear pillars, along the inside rear quarter panel and through the rear of the vehicle.

1. Pour water into the drain trough and inspect the front and rear of the vehicle to make sure the water drains from the rocker panels and rear quarter panels.

2. If the water flow is restricted, remove any material in the drain hose system. Test by pouring water slowly into the system.

3. Verify the roof opening panel seal is not damaged. If the seal is damaged, a new roof opening panel glass must be installed. For additional information, refer to Roof Opening Panel in this section. Reinitialize the roof opening panel. Refer to Roof Opening Panel Motor Initialization in this section.

4. Check the roof opening panel alignment. For additional information, refer to Roof Opening Panel Alignment in this section. Reinitialize the roof opening panel. Refer to Roof Opening Panel Motor Initialization in this section.

Roof Opening Panel Motor Initialization

Printable View (9 KB)

NOTE: This procedure must be carried out when repairs (including lubrication) are performed on any part of the roof opening panel system.

Vehicles with Existing Roof Opening Panel: with the glass in the sliding range fore/aft

1. Turn the key on, then begin moving the glass panel using express open or express close.
2. While the glass panel is moving, press and hold the tilt switch for ten seconds.
3. The glass will stop as soon as the switch is pressed.
4. After ten seconds, release the tilt switch. (Continue to step 9).

Vehicles with Existing Roof Opening Panel: with the glass in the closed or vent range

5. Press and hold the tilt switch.
6. The glass will move to full tilt position and stop, but do not release the tilt switch.
7. Continue holding the tilt switch for an additional ten seconds
8. After ten seconds, release the tilt switch. (Continue to step 9).

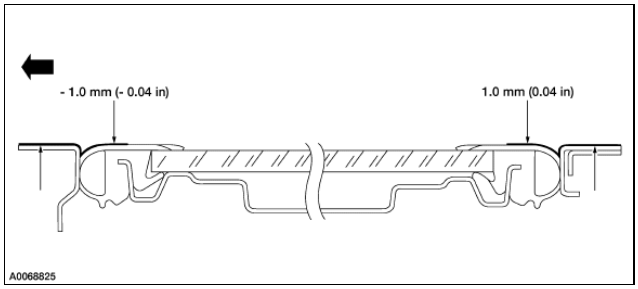
Vehicles with New or Existing Roof Opening Panel: with the glass in the sliding, closed or vent range

9. Press and hold the tilt switch.
10. The glass panel is driven in the tilt up direction to the tilt up hard stop.
11. The drive recognizes a hard stop has occurred.
12. The drive reverses the glass panel to the normal tilt up soft stop position.
13. After the glass stops, release the tilt switch.
14. Within five seconds of releasing the tilt switch, press and hold the switch.
15. The drive will move through the flush position to the full open position and back to flush.
16. Test the express open and express close using the switch.

Roof Opening Panel Alignment

Printable View (23 KB)

1. Cycle the roof opening panel through the fully open to the fully closed position.
2. Loosen the roof opening panel screws.
3. Adjust the roof opening panel to specification.

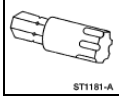


4. Tighten the roof opening panel screws.
5. Reinitialize the roof opening panel. Refer to Roof Opening Panel Motor Initialization in this section.

Interior Trim Panels

Printable View (162 KB)

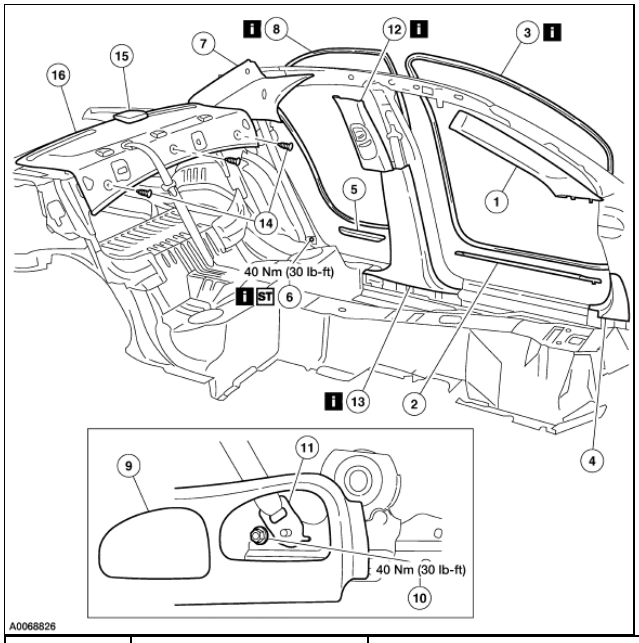
Special Tool(s)

 ST1181-A	Torx Bit, Safety Belt Bolt 501-010 (T77L-2100A)

1. To remove individual components only, carry out the listed steps.

Component	Steps
Windshield side garnish mouldings	1
A-pillar lower trim panel	2-4
Upper B-pillar trim panel	9-12
Lower B-pillar trim panel	9-13
Quarter trim panel	6, 7
Front door scuff plate	2
Rear door scuff plate	5
Package tray	6, 7, 14-16

2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	03598	Windshield side garnish moulding
2	13208	Front door scuff plate
3	20709	Front door weatherstrip Removal Note

4	02345	A-pillar lower trim panel
5	13228	Rear door scuff plate
6		Rear safety belt anchor bolt Removal Note
7		Quarter trim panel
8	253A10	Rear door weatherstrip Removal Note
9		Front seat cover
10		Front seat safety belt nut
11	M7H57	Front seat safety belt
12	24346	Upper B-pillar trim panel Removal Note
13	24346	Lower B-pillar trim panel Removal Note
14	391039-S	Package tray pin-type retainer
15	611C04	Rear center safety belt cover
16	4998	Package tray trim panel

3. To install, reverse the removal procedure.

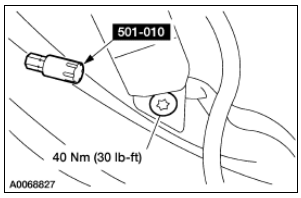
Item 3: Front Door Weatherstrip Removal Note

1. Position the weatherstrip aside.

Item 6: Rear Safety Belt Anchor Bolt Removal Note

1. Remove the seat bolster. Refer to Section 501-10 for additional information.

2. Using the special tool, remove the rear safety belt anchor bolt.



Item 8: Rear Door Weatherstrip Removal Note

1. Position the weatherstrip aside.

Item 12: Upper B-pillar Trim Panel Removal Note

1. If the supplemental restraint system (side air curtains) has deployed, check the upper B-pillar trim panel for damage.

Item 13: Lower B-pillar Trim Panel Removal Note

1. If the supplemental restraint system (side air curtains) has deployed, check the lower B-pillar trim panel for damage.

Front Door Trim Panel

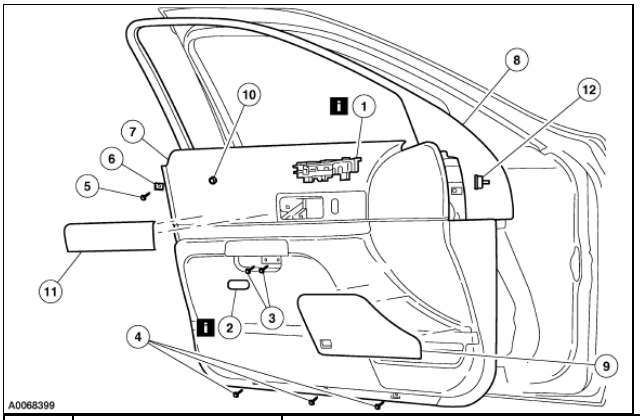
Printable View (76 KB)

1. Disconnect the battery. For additional information, refer to Section 414-00 .

2. To remove individual components only, carry out the listed steps.

Component	Steps
Door trim panel	1-7
Garnish molding	1-8
Speaker cover	1-9
Applique	1-11

3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	23942	Window regulator control switch panel asembly Removal Note
2	23A742	Screw cover Removal Note
3	56914-5424	Screws (2 required)
4	N806555-S424	Screws (3 required)
5	W504246-S424	Screw
6	239A04	Screw grommet
7	23942/23943	Front door trim panel
8	20890/20891	Front door window garnish moulding
9	601B48/601B49	Speaker grille
10		Nuts
11	238A70/238A71	Door trim panel applique
12	W708599-S	Push pin (9 required)

4. To install, reverse the removal procedure.

Item 1: Window Regulator Control Switch Panel Removal Note

1. Disconnect the electrical connectors.

Item 2: Screw Cover Removal Note

1. From the top of the cover on center, use a suitable tool, insert 2-3 mm and rotate to disengage the snap feature.

Rear Door Trim Panel

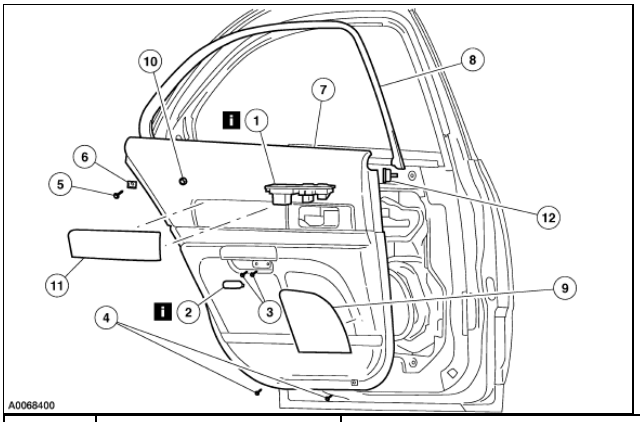
Printable View (79 KB)

1. Disconnect the battery. For additional information, refer to Section 414-00 .

2. To remove individual components only, carry out the listed steps.

Component	Steps
Door trim panel	1-7
Garnish molding	1-8
Speaker cover	1-7, 9
Applique	1-7, 10, 11

3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	23942	Window regulator control switch panel Removal Note
2	23A742	Screw cover Removal Note
3	56914-S424	Screws (2 required)
4	N806555-5424	Screws (2 required)
5	W504246-5424	Screw
6	239A04	Screw grommet
7	27406/27407	Rear door trim panel
8	03598/03599	Rear door window garnish moulding
9	601B50/601B51	Speaker grille
10		Nuts
11	274W24/274W25	Door trim panel applique
12	W708599-S	Push pins (9 required)

4. To install, reverse the removal procedure.

Item 1: Window Regulator Control Switch Panel Removal Note

1. Disconnect the electrical connectors.

Item 2: Screw Cover Removal Note

1. From the top of the cover on center, use a suitable tool, insert 2-3 mm and rotate to disengage the snap feature.

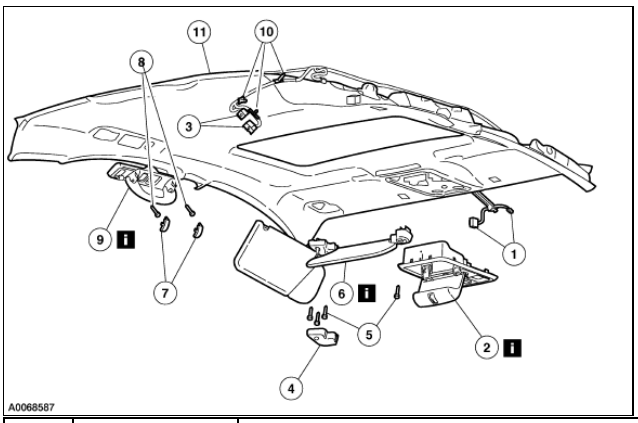
Headliner

Printable View (69 KB)

1. Remove both front seats. For additional information, refer to Section 501-10
2. Remove the interior mirror. For additional information, refer to Section 501-00 .
3. Remove the windshield side garnish panel. For additional information, refer to Interior Trim Panels in this section.
4. Remove the upper B-pillar trim panel. For additional information, refer to Interior Trim Panels in this section.
5. Remove the quarter trim panel. For additional information, refer to Interior Trim Panels in this section.
6. To remove the individual components only, carry out the listed steps.

Component	Steps
Overhead console	2
Sun visor	4-6
Passenger assist handle	7-9

7. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Interior mirror and rain sensor module electrical connector(s) (part of 51916)
2		Overhead console Removal Note
3		Headliner electrical connector(s) (part of 51916)
4	54041A38	Sun visor screw cover(s)
5	W5042455	Sun visor screws (4 required each side)
6	54040A04	Sun visor Removal Note
7		

		Passenger assist handle screw covers (8 required) (part of 5431406)
8	W5044435	Passenger assist handle screws (8 required)
9		Passenger assist handle(s) (4 required) (part of 5431406) Removal Note
10		Headliner wiring harness locators (part of 51916)
11	51916	Headliner

8. To install, reverse the removal procedure.

Item 2: Overhead Console Removal Note

1. Disconnect the electrical connectors.

Item 6: Sun Visor Removal Note

1. Disconnect the electrical connectors.

Item 9: Passenger Assist Handle Removal Note

1. If required, disconnect the electrical connector(s).

Roof Opening Panel

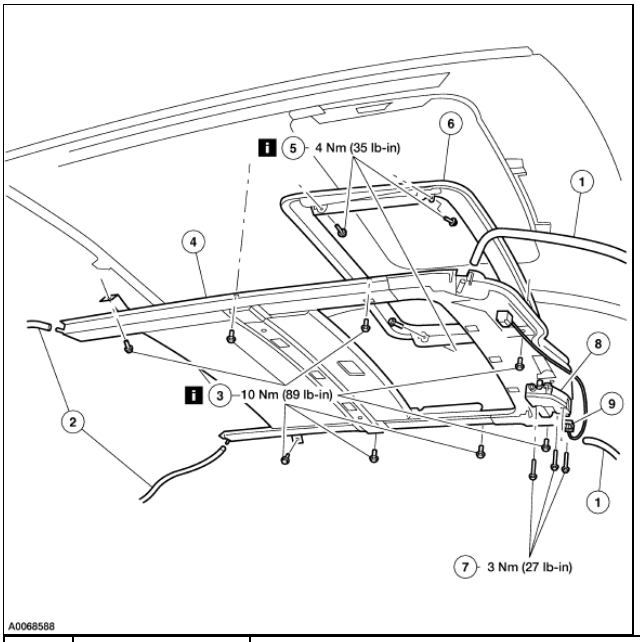
Printable View (100 KB)

1. Remove the headliner. For additional information, refer to Headliner in this section.

2. To remove individual components only, carry out the listed steps.

Component	Steps
Roof opening panel assembly	1-4
Roof opening panel	5, 6
Roof opening panel wiring harness	9
Roof opening panel motor and module	7-9

3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	502C52	Front drain hose(s)
2	502C53	Rear drain hose(s)
3		Roof opening panel bolts (8 required) Removal Note
4	51070	Roof opening panel assembly
5	500B02	Roof opening panel glass panel screws (4 required) Removal Note
6	500A18	Roof opening panel
7		Roof opening panel motor screws (3 required)
8	15790	Roof opening panel motor and module
9	16575	Roof opening panel motor wiring harness

4. To install, reverse the removal procedure.

Item 3: Roof Opening Panel Bolts Removal Note

1. An assistant is required to carry out this procedure.

Item 5: Roof Opening Panel Glass Panel Screws Removal Note

1. Move the roof opening panel to the vent position to access the screws.

Instrument Panel

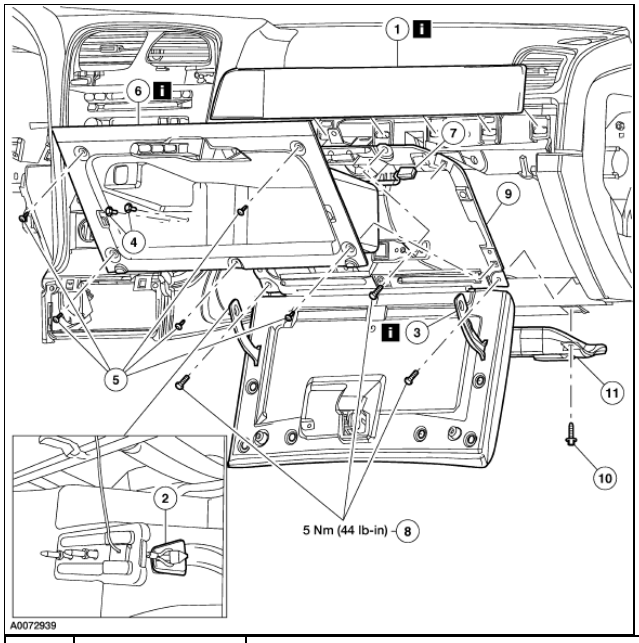
Printable View (437 KB)

⚠ CAUTION: Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage may result.

1. Remove the front floor console. For additional information, refer to Floor Console in this section.
2. Remove the transmission range selector lever. For additional information, refer to Section 307-01 .
3. Remove the LH and RH A-pillar lower trim panels. For additional information, refer to Interior Trim Panels in this section.
4. Remove the LH and RH windshield side garnish mouldings. For additional information, refer to Interior Trim Panels in this section.
5. To remove individual components only, carry out the following steps.

Component	Steps
Glove Compartment	1-9
Instrument panel reinforcement panel cover panel	14-15
Instrument panel reinforcement panel	12-18
Instrument panel cluster finish panel	14-15, 23-26
Instrument panel	1-22, 27-38

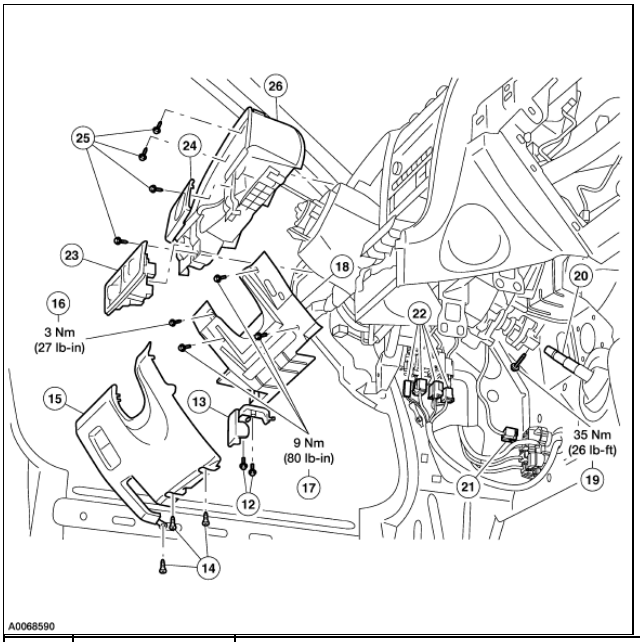
6. View 1 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	04338C	Instrument panel trim panel
2		

		Glove compartment arm assist cable (part of 06010)
3		Assist arm (part of 06010) Removal Note
4		Assist cable bracket screws (2 required) (part of 06010)
5		Glove compartment screws (5 required)
6		Glove compartment bin (part of 06010) Removal Note
7		Interior lamp electrical connector (part of 14401)
8		Glove compartment door bolts (5 required)
9	06010	Glove compartment door frame (part of 06010)
10		Floor heat duct bolt
11	18C298	Floor heat duct

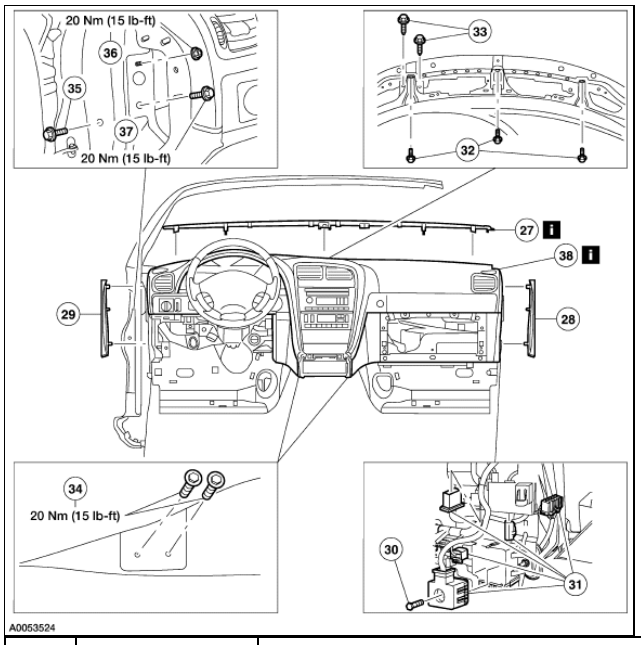
7. View 2 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
12		Hood release handle screws (2 required)
13	16B975	Hood release handle
14		Pin-type retainers (3 required)
15	04459	Instrument panel steering column reinforcement cover
16		Instrument panel steering column reinforcement screw
17		Instrument panel steering column reinforcement screws (3 required)
18	04680	Instrument panel steering column reinforcement
19		Intermediate shaft pinch bolt
20	3C662	Intermediate shaft

21	14401	Electrical connectors
22	14401	Electrical connector
23	04338A	Outer instrument panel finish panel
24	04338B	Inner instrument panel finish panel
25		Instrument cluster finish panel screws (4 required)
26	044D70	Instrument cluster finish panel

8. View 3 of 3. Remove the components in the order indicated in the following illustration and table.

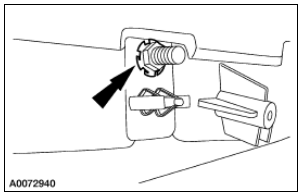


Item	Part Number	Description
27	044E82	Defroster grille Removal Note
28	04338D	RH side instrument panel trim panel
29	04338E	LH side instrument panel trim panel
30		Bulk head electrical connector bolt
31		Electrical connectors (part of 14401)
32		Instrument panel cowl top screws (3 required)
33		Instrument panel cowl top bolts (2 required)
34		Instrument panel tunnel brace bolts (4 required)
35		Instrument panel cowl side bolts (2 required)
36		Instrument panel cowl side nuts (LH side only)
37		Instrument panel cowl side bolt (2 required)
38		Instrument panel Removal Note

9. To install, reverse the removal procedure.

Item 1: Instrument Panel Trum Panel Removal Note

1. If equipped, remove the instrument panel trim panel nut.



Item 3: Assist Arm Removal Note

1. Lift up on the arms when lowering the glove compartment door.

Item 6: Glove Compartment Bin Removal Note

1. Disconnect the electrical connector.

Item 27: Defroster Grille Removal Note

1. Disconnect the electrical connector.

Item 38: Instrument Panel Removal Note

1. An assistant is required to carry out this procedure.

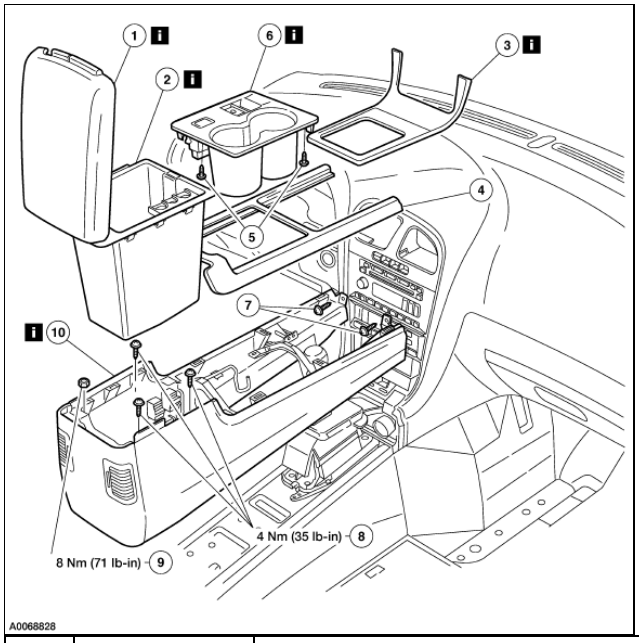
Floor Console

Printable View (180 KB)

1. Position the seats as needed to remove the console.
2. Disconnect the battery. For additional information, refer to Section 414-00 .
3. To remove individual components only, carry out the following steps.

Component	Steps
Floor console	1-7
Console arm rest	1
Storage bin	1, 2
Finish panel (front)	3
Finish panel (center)	1, 2, 4
Cup holder	1-6
Floor console	1-3, 7-10

4. Remove the components in the order indicated in the following illustration and table.



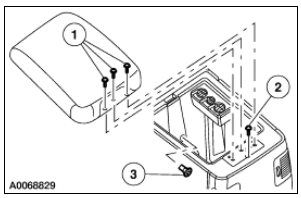
Item	Part Number	Description
1	060A74	Armrest Removal Note
2		Console storage bin Removal Note
3	044D90	Finish panel (front) Removal Note
4		Finish panel (center) (part of 044D90)
5		Screws (2 required)
6		

		Cup holder Removal Note
7		Floor console assembly front screws (2 required)
8		Floor console assembly rear screws (3 required)
9		Nut (1 required)
10	045E24	Floor console assembly Removal Note

5. To install, reverse the removal procedure.

Item 1: Armrest Removal Note

1. Remove the armrest hinge screws.



2. Remove the screw.

3. Remove the rivet.

Item 2: Console Storage Bin Removal Note

1. Pull upward to release the retainers.

2. Disconnect the electrical connectors.

Item 3: Lower Instrument Panel Finish Panel Removal Note

1. Pull upward from the front of the trim panel to release the retainers.

2. Disconnect the electrical connectors.

Item 6: Cup Holder Removal Note

1. Disconnect the electrical connectors.

Item 10: Floor Console Assembly Removal Note

1. Disconnect the electrical connectors.

2. Lift the console from the rear and slide it rearward to release the rear seat heater ducts from the instrument panel.

Roof Opening Panel Drive Cables and Guide Rails

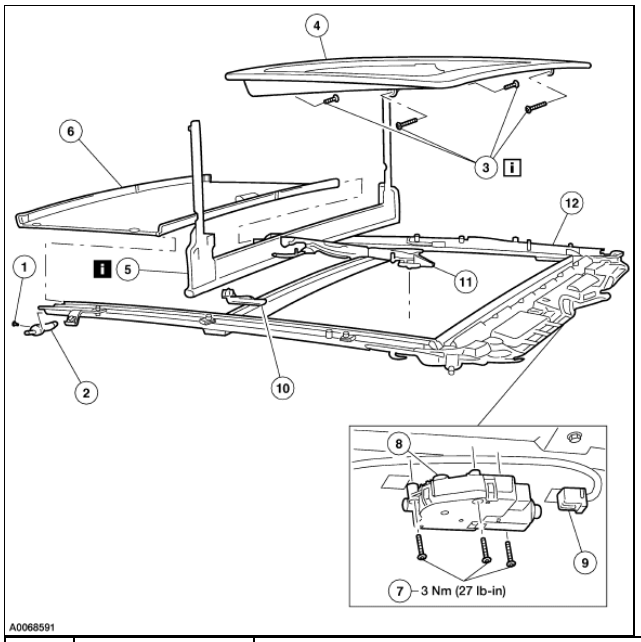
Printable View (88 KB)

1. Remove the roof opening panel. Refer to Roof Opening Panel in this section for additional information.

2. To disassemble individual components only, carry out the following steps.

Component	Steps
Roof opening panel shield	1-6
Roof opening panel	3, 4
Roof opening panel trough	3-5
Lifting arm	1-11

3. Disassemble the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Roof opening panel track drain valve screw(s) (2 required)
2	54503A20	Roof opening panel track drain valve(s) (2 required)
3		Roof opening panel screws (4 required) Assembly Note
4	500A18	Roof opening panel
5	54022	Roof opening panel trough Disassembly Note
6	502A82	Roof opening panel shield
7		Roof opening panel motor screws (3 required)
8	15790	Roof opening panel motor
9	16575	Roof opening panel motor wiring harness

10		Roof opening panel trough guide(s) (part of 51070)
11	3001A/51070	Lifting arm(s)
12		Roof opening panel track assembly (part of 51070)

4. To assemble, reverse the disassembly procedure.

Item 5: Roof Opening Panel Trough Disassembly Note

1. Unsnap the trough arms.

2. Rotate the trough 90° and lift it from its guide.

Item 3: Roof Opening Panel Screws Assembly Note

1. The glass panel will be adjusted during the roof opening panel installation. Do not tighten the screws to allow for movement of the glass panel during the adjustment procedure. After the adjustment procedure has been completed, tighten the screws to the specification provided.

Seat Component Location Index

Printable View (148 KB)

Printable View (7 KB)

Torque Specifications

Description	Nm	lb-ft	lb-in
Front seat track-to-floor fasteners	47	35	
Safety belt anchor nut	40	30	
Front seat side air bag module or seat side thorax air bag module nuts	7		62
Front seat track-to-cushion pan nuts	20	15	
Front seat safety belt buckle bolt	40	30	
Front seat backrest-to-cushion bolts	25	18	
Rear seat bolster nuts	11	8	
Rear seat 60 percent seat backrest nuts	17	13	
Rear seat 40 percent seat backrest nuts	17	13	

Seats Printable View (28 KB)

Seats Front

The front seats have the following features:

- driver memory (optional)
- power lumbar (optional)
- manual lumbar
- horizontal, vertical front and rear tilt adjustments (driver)
- horizontal, vertical front tilt adjustment (passenger)
- power recline
- climate controlled (optional)

Adjustment of the seat may be accomplished with the seat control switch located on the side of the seat.

Seats Rear

The rear seat has the following features:

- fold down seat backrest
- removable cushion retained by two latches located at the front of the cushion
- two rear bolsters on each side of the rear seat backrest
- heated (optional)

Fold down the rear seat backrest by releasing the two levers in the luggage compartment.

Seats Power Recliner

The power recliner tilts the seat backrest rearward or forward and is controlled by the seat control switch.

The power recliner cannot be repaired separately. If the power recliner needs to be repaired, an entirely new front seat backrest frame must be installed.

Seats Power Lumbar Support

The seat has an electro-mechanical front seat backrest pad adjuster. The lumbar switch adjustment is on the side of the seat.

Seats Manual Lumbar Support

The manual front seat backrest lumbar is adjusted by a knob mounted on the front of the seat cushion.

Seats Memory

This system allows automatic positioning of the driver seat, outside rearview mirrors, and power adjusted tilt/telescope steering column to two programmable positions.

The memory seat control is located on the driver door.

Seats Climate Controlled

The climate controlled seat system is able to heat and cool the front seats. Each climate controlled front seat is controlled by a switch on the dual automatic temperature control unit (DATC). Perforated Nudo leather is the only material available for the heated/cooled seats.

Seat Side Air Bag or Seat Side Thorax Air Bag

Driver and passenger seat side air bags or seat side thorax air bag are attached to the seat backrest frame. For diagnostic information or if the seat side air bag or seat side thorax air bag has been deployed, refer to Section 501-20B .

The front seat backrest trim covers cannot be repaired. If the front seat backrest covers need to be repaired, an entirely new cover must be installed. Cleaning the front seat backrest cover is permissible.

If a seat side air bag or seat side thorax air bag deployment took place, a new seat back pad, trim cover and side air bag module must be installed. Install a new seat backrest frame if necessary.

Seats Driver Seat Module

The driver seat module is attached to the driver seat track. For additional information, refer to Section 418-00 for removal and installation procedures.

Principles of Operation

Driver Power Seat

The driver power seat motors are hardwired to the driver seat control switch. The circuits are normally at ground through the seat control switch. The individual circuit is switched to power when the specific adjustment position is selected.

Driver Power Seat Memory

NOTE: The memory power seat track may stall when operating at 0°C (32°F) or below. Once the vehicle's interior temperature rises above 0°C (32°F), normal operation should return.

The driver power seat is controlled by the driver seat module (DSM). The DSM does not need to be configured, however the driver seat does need to be calibrated when the DSM is installed. The driver seat control switch provides voltage to the DSM when activated. The neutral position of each driver seat control switch position is a ground state through the seat control switch contacts. A voltage input causes the DSM to power the appropriate motor until the input is removed. Ground is the normal state of the motor circuits through the DSM and is not switched to control the motors. The DSM internally switches the appropriate line from ground to power to adjust the motors.

As the seat is adjusted, the DSM constantly monitors the motor position sensors to record the current seat

position. The DSM will remove power from the motor upon termination of the seat control switch input or if the DSM does not see movement from the motor by monitoring the position sensor. The DSM must be calibrated to the seat track it is controlling. For additional information, refer to Seat Calibration. Once the DSM is calibrated to the seat track, it will only allow movement within the calibrated range.

Seat Calibration

The DSM is calibrated using a scan tool. The calibration procedure automatically powers the driver power seat through its full range of motion and records the full stop positions by monitoring the motor position sensors. Once the full stop positions or range of the seat have been recorded, the DSM will only operate within the calibrated range. Any input attempting to drive the seat beyond the calibrated range will be ignored. This calibration is used for all seat control functions including manual switch control and memory recall positioning. During the seat calibration, the DSM may identify a function that is inoperative, such as a position sensor not changing. If the DSM identifies a concern that has a related diagnostic trouble code (DTC), the DSM will set the related DTC at the end of the validation procedure.

The calibration procedure powers the seat track adjustments to the end of their travel, which is determined by the DSM sensing a change of state in the motor position sensors. If there is a concern with the seat track or motor position sensor that limits the travel, the DSM will interpret the stopping point as the end of travel and store the position. The DSM is not able to determine if the seat has moved to its full travel position. It is only capable of monitoring and storing the amount of travel seen by the position sensor changing states.

For additional information on carrying out the power seat calibration procedure, refer to the scan tool operating manual.

Memory Seat

Memory seat positioning can be recalled with the memory switches on the driver door panel or a programmed remote keyless entry transmitter. In either case, the DSM receives a memory recall 1 or 2 command from the driver door module (DDM) over the SCP communication network. The memory recall switches are a hardwired input to the DDM. The DDM also receives the remote keyless entry transmitter signals. Once a valid memory recall command is received from the DDM, the DSM moves the driver seat to the position stored in memory by powering the appropriate motors and monitoring the motor position sensors until the position is reached.

This system allows automatic positioning of the driver seat to two programmable positions.

- To program position one, move the driver seat to the desired position using the seat control switch. Depress the set button. Within five seconds, depress button one.
- To program position two, repeat the previous procedure using the set button and button two.
- To recall position one, depress button one. To recall position two, depress button two.

A position can only be recalled when the transmission selector is in PARK or NEUTRAL. A position may be programmed at any time.

Easy Exit/Easy Entry

The easy exit function moves the seat backwards about two inches when the ignition key is removed from the ignition switch. The DSM receives a key out command over the SCP communication network and powers the driver seat rearward. This function will not operate if the seat is less than the travel distance to the end of the track, or the function has been deactivated at the message center driver personality settings. The DSM will also cancel this operation if a valid input command is received, such as the seat control switch or memory recall request.

The DSM will record the current seat position before powering the seat for an easy exit function. This recorded position will be used to return the seat to this position on the easy entry operation. During easy entry operation, the seat is returned to the position previous to the easy exit operation. Easy entry operation will be cancelled if a valid input command is received by the DSM.

Passenger Power Seat

The passenger power seat motors are hardwired to the passenger seat control switch. The circuits are normally at ground through the seat control switch. The individual circuit is switched to power when the specific adjustment position is selected.

Climate Controlled Seat System

Both the driver and front passenger seat has an independent climate controlled seat system installed. A climate controlled seat module mounted to the bottom of the seat cushion electronically controls the climate controlled seat system. The climate controlled seat system receives power from both the battery power and vehicle run circuits. The vehicle must have ignition ON and the dual automatic temperature control unit (DATC) module switch set to HEAT or COOL 1, 2, 3 or AUTO for the climate controlled seat system to activate.

AUTO mode is achieved by pressing the HEAT and COOL settings simultaneously. The center LED will be illuminated when the CCSM is in AUTO mode.

Cabin air is drawn through the seat fan motor and distributed to each of the thermo-electric device (TED) modules located in the seat cushion and backrest. The TEDs then heat or cool the air. The air is then directed into the foam pad B-surface. Channels in the A-surface of the foam pad are used to distribute the air along the surface of the seat.

Once the system is activated, the climate controlled seat module uses a set of flexible algorithms to control the heating/cooling modes, and the fan motor speed based on the climate controlled seat switch settings. These algorithms are designed to protect the user from potentially harmful prolonged exposure to climate extremes.

The TED uses a "Peltier" circuit of P-type and N-type semiconductors connected in series using copper electrical conductors. The semiconductors are sandwiched between two insulating ceramic plates. When current is applied to the TED, one side releases energy as heat, while the opposite side absorbs energy and gets cold. By reversing the current flow, the hot and cold sides reverse.

The temperature differences between the individual HEAT and COOL settings is minimal. For example, it is difficult to distinguish between LOW COOL and MEDIUM COOL settings. Monitoring the seat temperature at different HEAT or COOL settings should not be done as it is ineffective in confirming climate controlled seat system operation.

Heating Characteristics

NOTE: The presence of over-temp faults (DTCs B2729 and B2730) can be induced by incorrect operation of the climate controlled seat system after an initial HEAT setting has been attained. If a HEAT setting is repeatedly turned OFF and ON in an attempt to increase the seat temperature, an over-temp condition can result and the DTC(s) will be set.

- The climate controlled seat system draws approximately 7.5 amps until reaching the set point, and then the system draws approximately 2 amps to maintain the climate setting.
- In HEAT mode, the TED can add up to 40-60°C (72-108°F) to the ambient air temperature entering the system.
- There are three manual settings based on the position of the climate controlled seat switch on the

DATC module. Position one is the LOW setting and position three is the HIGH setting.
- There are five AUTO HEAT settings. The AUTO HEAT setting is determined by the temperature setting of the DATC module when the CCSM is in AUTO HEAT mode.
- In the LOW setting, the climate controlled seat module is set to maintain TED temperature at 37°C (99°F).
- In the HIGH setting, the climate controlled seat module is set to maintain TED temperature at 65°C (149°F).
- If the temperature at one of the TEDs rises above 85°C (185°F) in the HEAT mode or 70°C (149°F) in the COOL mode for more than four seconds, the CCSM will record an overtemp DTC, remove power from the TEDs and go into "Blower Only" mode in an attempt to cool down the TEDs. If the TEDs temperature has not dropped to 80°C (176°F) in the HEAT mode or 65°C (140°F) in the COOL mode after 30 seconds, the CCSM will shut down and remain off until the ignition is cycled. Also if the CCSM detects an overtemp twice during the same ignition cycle, it will also shut down.
- In HEAT mode, there is no linear correlation between the (DATC) module, the seat fan motor speed and the TED supply voltage. The CCSM will independently vary the fan speed and the TED supply voltage in order to reach and maintain the temperature determined by the (DATC) module setting.

Cooling Characteristics
- The climate controlled seat system draws approximately seven amps until reaching the set point, and then the system draws approximately two amps to maintain the temperature setting.
- In the COOL mode, the TED can remove up to 8-10°C (14-18°F) from the ambient air temperature entering the system.
- There are three manual settings based on the position of the climate controlled seat switch on the DATC module. Position one is the LOW setting and position three is the HIGH setting.
- If the temperature at one of the TEDs falls below 18°C (64°F), the climate controlled seat module will shut down the TEDs. If the temperature continues to drop below 12°C (54°F), the climate controlled seat module will shut down the fan motor.
- In COOL mode, there is a correlation between the DATC module, the seat fan motor speed and the TED supply voltage. Fan supply voltage is used in the following equation (seat fan motor supply voltage / 0.74 x ignition voltage) to determine the fan duty cycle. For additional information, refer to the following chart.

Climate Controlled Seat Switch Setting [a]	Seat Fan Motor Supply Voltage	Thermo-Electric Device Supply Duty Cycle
0	Off	Off
Manual 1 or Auto 1	8.7 volts	0%
Auto Mode 2	9 volts	32%
Manual 2 or Auto 3	9.1 volts	45%
Auto Mode 4	9.1 volts	45%
Manual 3 or Auto 5	9.5 volts	100%

[a] Auto settings are determined by the temperature settings of the DATC module and cannot be manually selected.

The climate controlled seat system is deactivated by one of the following actions:

- Setting the DATC module setting to manual OFF.
- Turning the vehicle off.

Rear Heated Seats

The left and right rear heated seats share a common battery and ignition feed. A separate shared ground source supplies the heated seat switches. When the heated seat switch is pressed with the ignition switch in RUN, a momentary ground signal is sent to the heated seat module. The heated seat module then supplies power to the heating element circuit. The cushion element and seat backrest element are wired in series and powered by the same output. The heated seat module will also provide voltage to the separate indicator circuit at the heated seat switch to indicate an ON state. The heated seat module will remain on until the heated seat switch is pressed and a momentary ground signal is received, or until 10 minutes expire. If the ignition source is removed from the module, the heated seat module will enter an OFF state and will not return to ON until the switch is once again pressed with the ignition switch in RUN. The heated seat module is designed to heat the seat to 37.5°C (99.5°F) and maintain the temperature until timed-out or switched off. This temperature is maintained by the heated seat module monitoring the temperature sensor located in the seat cushion element, and adjusting the current flow to the heating elements.

Occupant Classification Sensor

⚠ CAUTION: If installing only the front passenger seat cushion trim cover, the seat occupant classification sensor (OCS) must be rezeroed.

⚠ CAUTION: The following precautions must be taken before rezeroing of the OCS system.

- Make sure the OCS system components are connected and no faults are present.
- Make sure the vehicle has not been exposed to temperatures below 6°C (42° F) or above 36°C (97°F) within four hours prior to the rezeroing process. If the vehicle has been exposed to temperatures outside the temperature limits (6-36°C [42-97°F]), the vehicle must be exposed to and kept at a temperature within the limits for minimum of four hours.
- Make sure nothing is present on the passenger seat before rezeroing and nothing is placed on the seat during the rezeroing process.
- Make sure a minimum five second time period has passed after cycling the ignition switch ON before the rezeroing process.

NOTE: It is necessary to rezero the OCS system when a front passenger seat cushion is disassembled, a new trim cover installed, or an OCS service kit is installed. A scan tool is used to trigger the active command to carry out rezeroing of the OCS system.

NOTE: When using a New Generation Star (NGS) tester, the OCS system rezero function is on the Ford Service Function (red) card. To rezero the OCS system:

- select "SERVICE BAY FUNCTIONS"
- select "RCM"
- select "SYSTEM RESET"
- select the vehicle from the menu
- view the on-screen information then press "TRIGGER"

The NGS screen will then display "OCS RESET: REZERO." Press "DONE" (button 8) to rezero the OCS system. The NGS will return to the vehicle menu once rezeroing of the OCS system is complete.

NOTE: To rezero the OCS system using the Worldwide Diagnostic System (WDS):

- select the "Toolbox" icon
- select "Body" from the menu
- select "Restraints" from the menu
- select "Seat Weight Sensor ReZero"

After selecting "Seat Weight Sensor ReZero", follow the on-screen prompts to carry out rezeroing of the OCS system.

NOTE: If the first attempt to rezero the OCS system is unsuccessful, a second attempt must be made.

The seat occupant classification sensor system is found only on the front passenger seat. The OCS system components (seat cushion foam pad, bladder, bladder with pressure sensor and electronic control unit) are calibrated to each other and are serviced as an assembly. **OCS system components are not to be installed separately.** If installing a new OCS system, OCS system component or seat cushion foam pad, a new OCS system service kit (seat cushion foam pad, bladder, bladder with pressure sensor and electronic control unit) must be installed as an assembly. For additional information, refer to Section 501-20B .

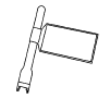
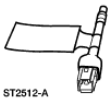
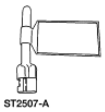
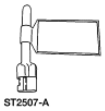
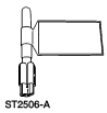
Seats Printable View (965 KB)

Refer to Wiring Diagrams Cell 119 , Climate Controlled Seats for schematic and connector information.

Refer to Wiring Diagrams Cell 120 , Power Seats for schematic and connector information.

Refer to Wiring Diagrams Cell 123 , Memory Seats for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-FS317 New Generation Star (NGS) Tester 418-F052 (007-00500) or equivalent scan tool with required communication adapter
 ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)

Restraint System Diagnostic Tool Warning

⚠ WARNING: The Restraint System Diagnostic Tools are for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

Inspection and Verification

1. Verify the customer concern by operating the system.

2. Visually inspect for obvious signs of mechanical or electrical damage.

   Visual Inspection Chart

Mechanical	Electrical
• Front seat track motors. • Front seat track binding or obstructed. • Front seat backrest power recline. • Lumbar motor. • Climate controlled seat ducts.	• Fuse(s). • Seat control switch. • Memory set switch. • Lumbar seat control switch. • Seat fan motor. • Climate controlled seat module. • Climate controlled seat switch.

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the concern remains after the inspection, connect the scan tool to the data link connector (DLC) located beneath the instrument panel. Then select the vehicle to be tested from the scan tool menu. If the scan tool does not communicate with the vehicle:
   - Check that the program card is correctly installed.
   - Check the connections to the vehicle.
   - Check the ignition switch position.

5. If the scan tool still does not communicate with the vehicle, refer to the scan tool manual.

6. Carry out the DATA LINK DIAGNOSTICS test. If the scan tool responds with:
   - SCP+, SCP-, or UBP circuit fault; ALL ECUS NO RESP/NOT EQUIP, refer to Section 418-00 .
   - NO RESP/NOT EQUIP for DSM, Go To Pinpoint Test A .
   - NO RESP/NOT EQUIP for DDM, Go To Pinpoint Test B .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self test diagnostics for the DSM and the DDM.

7. If the DTCs are retrieved go to the DSM Diagnostic Trouble Code (DTC) Index or the Climate Controlled Seat Module Diagnostic Trouble Code (DTC) Index.

8. If the DDM DTCs retrieved are related to the concern, go to the DDM Diagnostic Trouble Code (DTC) Index.

9. If no DTCs are retrieved, GO to Symptom Chart .

DSM Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Faulted	DSM	REPEAT the DSM self-test. If DTC B1342 is retrieved again, INSTALL a new DSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test.

B1676	Battery Pack Voltage Out of Range	DSM	Go To Pinpoint Test T .
B1703	Seat Driver Recline Forward Switch Circuit Short to Battery	DSM	Go To Pinpoint Test I .
B1707	Seat Driver Recline Rearward Switch Circuit Short to Battery	DSM	Go To Pinpoint Test I .
B1711	Seat Driver Front Up Switch Circuit Short to Battery	DSM	Go To Pinpoint Test I .
B1715	Seat Driver Front Down Switch Circuit Short to Battery	DSM	Go To Pinpoint Test I .
B1719	Seat Driver Forward Switch Circuit Short to Battery	DSM	Go To Pinpoint Test I .
B1723	Seat Driver Rearward Switch Circuit Short to Battery	DSM	Go To Pinpoint Test I .
B1727	Seat Driver Rear Up Switch Circuit Short to Battery	DSM	Go To Pinpoint Test I .
B1731	Seat Driver Rear Down Switch Circuit Short to Battery	DSM	Go To Pinpoint Test I .
B1757	Seat Driver Rear Down Circuit Failure	DSM	Go To Pinpoint Test I .
B1761	Seat Driver Front Down Circuit Failure	DSM	Go To Pinpoint Test I .
B1765	Seat Driver Forward Circuit Failure	DSM	Go To Pinpoint Test I .
B1769	Seat Driver Backward Circuit Failure	DSM	Go To Pinpoint Test I .
B2143	NVM Memory Failure	DSM	CARRY OUT seat calibration of the DSM. CLEAR the DTCs. REPEAT the self test. IF the DTC resets, INSTALL a new DSM. REFER to Section 418-00 . CARRY OUT seat calibration of the new DSM.
B2146	Seat Recline Motor Position Out of Range	DSM	Go To Pinpoint Test I .
B2149	Seat Front Vertical Motor Position Out of Range	DSM	Go To Pinpoint Test I .
B2152	Seat Rear Vertical Motor Position Out of Range	DSM	Go To Pinpoint Test I .
B2155	Seat Horizontal Motor Position Out of Range	DSM	Go To Pinpoint Test I .
B2158	Seat Recline Motor Memory Position Out of Range	DSM	Go To Pinpoint Test K .
B2161		DSM	Go To Pinpoint Test K .

	Seat Front Vertical Motor Memory Position Out of Range		
B2164	Seat Rear Vertical Motor Memory Position Out of Range	DSM	Go To Pinpoint Test K .
B2167	Seat Horizontal Motor Memory Position Out of Range	DSM	Go To Pinpoint Test K .

DDM Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1309	Power Door Lock Circuit Short to Ground	DDM	REFER to Section 501-14 .
B1341	Power Door Unlock Circuit Short to Ground	DDM	REFER to Section 501-14 .
B1342	ECU Is Faulted	DDM	CLEAR the DTC. REPEAT the DDM self-test. If DTC B1342 is retrieved, INSTALL a new DDM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self-test.
B1400	Driver Power Window One Touch Window Relay Circuit Short to Battery	DDM	REFER to Section 501-00 .
B1405	Driver Power Window Down Circuit Short to Battery	DDM	REFER to Section 501-00 .
B1408	Driver Power Window Up Circuit Short to Battery	DDM	REFER to Section 501-00 .
B1416	Power Window LR Motor Circuit Short to Battery	DDM	REFER to Section 501-00 .
B1420	Passenger Power Window Motor Circuit Short to Battery	DDM	REFER to Section 501-00 .
B1424	Power Window RR Motor Circuit Short to Battery	DDM	REFER to Section 501-00 .
B1530	Memory Set Switch Circuit Short to Ground	DDM	REFER to Section 501-00 .
B1534	Memory 1 Switch Circuit Short to Ground	DDM	REFER to Section 501-00 .
B1538	Memory 2 Switch Circuit Short to Ground	DDM	REFER to Section 501-00 .
B1676	Battery Pack Voltage Out of Range	DDM	REFER to Section 418-00 .
B2112	Door Driver Set Switch Stuck Failure	DDM	REFER to Section 501-14 .
B2116	Door Driver Reset Switch Stuck Failure	DDM	REFER to Section 501-14 .
B2320	Mirror Driver Horizontal Feedback Potentiometer Circuit Failure	DDM	REFER to Section 501-00 .

B2324	Mirror Driver Vertical Feedback Potentiometer Circuit Failure	DDM	REFER to Section 501-00 .
B2336	Mirror Switch Assembly Circuit Failure	DDM	REFER to Section 501-00 .
B2425	Remote Keyless Entry Out of Synchronization	DDM	REFER to Section 501-14 .
B2477	Module Configuration Failure	DDM	REFER to Section 418-00 .
U1041	SCP (J1850) Invalid or Missing Data for Vehicle Speed	ABS	CARRY OUT the ABS self-test. REFER to Section 206-09 .
U1059	SCP (J1850) Invalid or Missing Data for Transmission / Transaxle / PRNDL	PCM	CARRY OUT the PCM self-test. REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Climate Controlled Seat Module (CCSM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Faulted	CCSM	INSTALL a new CCSM.
B1358	Ignition Switch or Blower Electronics Circuit Short to Ground	CCSM	Go To Pinpoint Test U .
B2477	Module Configuration Error	CCSM	CONFIGURE the CCSM. CLEAR the DTC. If the DTC does not clear, CONFIGURE the CCSM once again. CLEAR the DTC. If the DTC does not clear, INSTALL a new CCSM.
B2486	Climate Controlled Seat Module Voltage Out of Range	CCSM	CHECK circuit 10-FA18 (GY/BK) for a fault and REPAIR as needed. If okay, REFER to Section 414-00 .
B2488 [b]	Thumb-Wheel Switch Voltage Out of Range High	CCSM	**NOTE:** Make sure CCSM C3031b (driver) or CCSM C3036b (passenger) pins 7 and 15 are open (no connect). If circuits are present at either pin location, repair the wiring concern. CONFIGURE the CCSM. CLEAR the DTC. If the DTC does not clear, CONFIGURE the CCSM once again. CLEAR the DTC. If the DTC does not clear, INSTALL a new CCSM.
B2521	Tach Circuit Failure	CCSM	Go To Pinpoint Test U .
B2729	Cushion Over-Temp Detected	CCSM	For driver CCSM, Go To Pinpoint Test V . For passenger CCSM, Go To Pinpoint Test W .
B2730	Back Over-Temp Detected	CCSM	For driver CCSM, Go To Pinpoint Test V . For passenger CCSM, Go To Pinpoint Test W .
B2731	Differential Temperature Fault	CCSM	For driver CCSM, Go To Pinpoint Test V . For passenger CCSM, Go To Pinpoint Test W .
B2792 [b]	Heat Switch Short to Ground	CCSM	**NOTE:** Make sure CCSM C3031b (driver) or CCSM C3036b (passenger) pin 6 are open (no connect). If circuits are present at either pin location, repair the wiring concern. CONFIGURE the CCSM. CLEAR the DTC. If the DTC does not clear, CONFIGURE the CCSM once again. CLEAR the DTC. If the DTC does not clear, INSTALL a new CCSM.

B2793 [b]	Cool Switch Short to Ground	CCSM	**NOTE:** Make sure CCSM C3031b (driver) or CCSM C3036b (passenger) pin 16 are open (no connect). If circuits are present at either pin location, repair the wiring concern. For driver CCSM, Go To Pinpoint Test V . For passenger CCSM, Go To Pinpoint Test W .
U2362	UBP Invalid Data Node ID	CCSM	REFER to Section 418-00 .

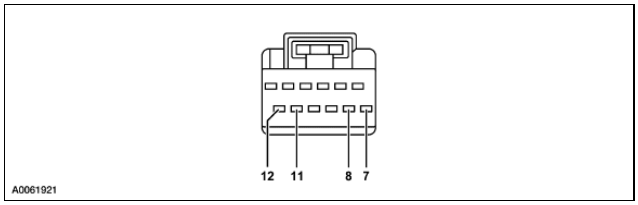
[b] The presence of this DTC indicates the module is not configured correctly.

Symptom Chart

Symptom Chart

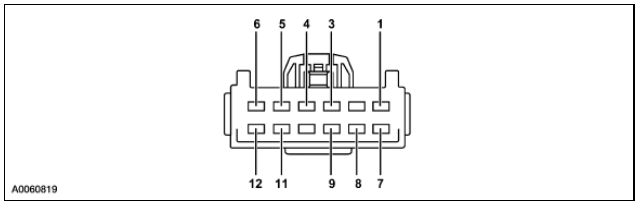
Connector Circuit Reference

Driver Door Module (DDM) C501a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	CKT 91-AJ80 (BN/BU) Ground	Continuity to ground, less than 5 ohms.
8	CKT 31-AJ80B (BK/OG) Ground	Continuity to ground, less than 5 ohms.
11	CKT 29-AJ80 (OG) Battery voltage from rear RPDB	Greater than 10 volts at all times.
12	CKT 29S-AJ86 (OG/BU) Battery voltage from rear RPDB	Greater than 10 volts with switch on.

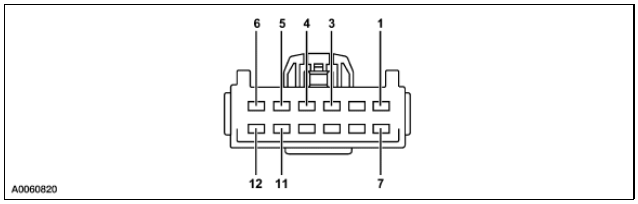
Driver Power Seat Control Switch C360



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 31-AH2 (BK) Ground	Continuity to power seat switch, less than 5 ohms.
3	CKT 32-AH37 (WH/GN) Forward output circuit from the power seat	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater

	switch to power seat motor	than 10 volts when connected and switch is in forward, less than 5 ohms to ground when connected and switch is in rearward.
4	CKT 33-AH38 (YE/BK) Front down output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in front down, less than 5 ohms to ground when connected and switch is in front up.
5	CKT 32-AH38 (WH/BK) Front up output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in front up, less than 5 ohms to ground when connected and switch is in front down.
6	CKT 30-AH35 (RD) Battery voltage from rear RPDB	Greater than 10 volts at all times.
7	CKT 33-AH36 (YE/RD) Rearward recline output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in rearward recline, less than 5 ohms to ground when connected and switch is in forward recline.
8	CKT 32-AH41 (WH/VT) Rear up output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in rear up, less than 5 ohms to ground when connected and switch is in rear down.
9	CKT 33-AH41 (YE/VT) Rear down output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in rear down, less than 5 ohms to ground when connected and switch is in rear up.
11	CKT 33-AH37 (YE/GN) Rearward output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in rearward, less than 5 ohms to ground when connected and switch is in forward.
12	CKT 32-AH36 (WH/RD) Forward recline output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in forward recline, less than 5 ohms to ground when connected and switch is in rearward recline.

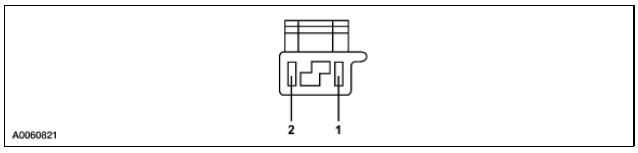
Passenger Power Seat Control Switch C330



	Circuit Designation/Description	Normal Condition/Measurement

Pin Number(s)		
1	CKT 31-AH42 (BK) Ground	Continuity to power seat switch, less than 5 ohms.
3	CKT 32-AH44 (WH/GN) Forward output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in forward, less than 5 ohms to ground when connected and switch is in rearward.
4	32-AH34 (WH/BK) Front up output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in front up, less than 5 ohms to ground when connected and switch is in front down.
5	CKT 33-AH34 (YE/BK) Front down output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in front down, less than 5 ohms to ground when connected and switch is in front up.
6	CKT 30-AH42 (RD) Battery voltage from rear RPDB	Greater than 10 volts at all times.
7	CKT 33-AH43 (YE/RD) Forward recline output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in forward recline, less than 5 ohms to ground when connected and switch is in rearward recline.
11	CKT 33-AH44 (YE/GN) Rearward output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in rearward, less than 5 ohms to ground when connected and switch is in forward.
12	CKT 32-AH43 (WH/RD) Rearward recline output circuit from the power seat switch to power seat motor	Less than 5 ohms to the power seat motor and greater than 10,000 ohms to ground when disconnected. Greater than 10 volts when connected and switch is in rearward recline, less than 5 ohms to ground when connected and switch is in forward recline.

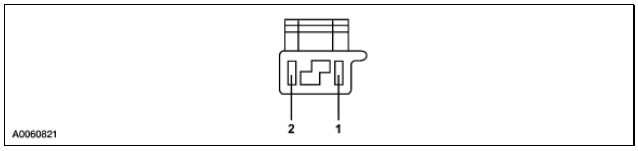
Driver Power Seat Motor C382



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 32-AH38 (WH/BK) Front up input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in front up, less than 5 ohms to ground when connected and switch is in front down.

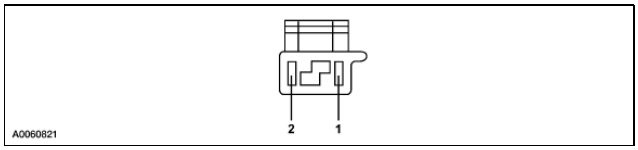
2	CKT 33-AH38 (YE/BK) Front down input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in front down, less than 5 ohms to ground when connected and switch is in front up.

Driver Power Seat Motor C362



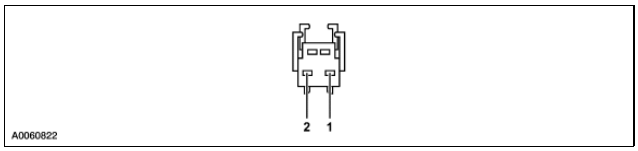
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-AH37 (YE/GN) Rearward input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rearward, less than 5 ohms to ground when connected and switch is in forward.
2	CKT 32-AH37 (WH/GN) Forward input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in forward, less than 5 ohms to ground when connected and switch is in rearward.

Driver Power Seat Motor C363



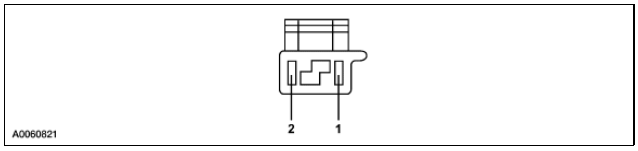
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-AH41 (YE/VT) Rear down input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rear down, less than 5 ohms to ground when connected and switch is in rear up.
2	CKT 32-AH41 (WH/VT) Rear up input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rear up, less than 5 ohms to ground when connected and switch is in rear down.

Driver Power Recline Seat Motor C368



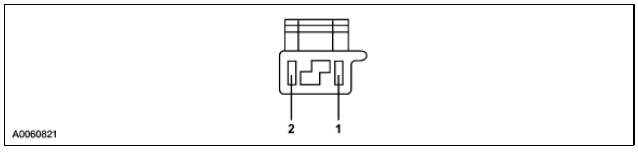
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	32-AH36 (WH/RD) Forward recline input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in forward recline, less than 5 ohms to ground when connected and switch is in rearward recline.
2	CKT 33-AH36 (YE/RD) Rearward recline input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rearward recline, less than 5 ohms to ground when connected and switch is in forward recline.

Passenger Power Seat Motor C332



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-AH44 (YE/GN) Rearward input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rearward, less than 5 ohms to ground when connected and switch is in forward.
2	CKT 32-AH44 (WH/GN) Forward input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in forward, less than 5 ohms to ground when connected and switch is in rearward.

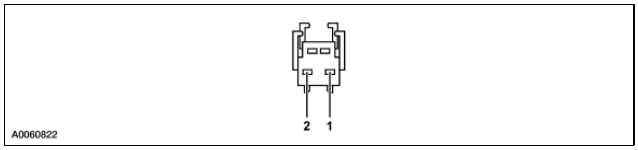
Passenger Power Seat Motor C333



	Circuit Designation/Description	Normal Condition/Measurement

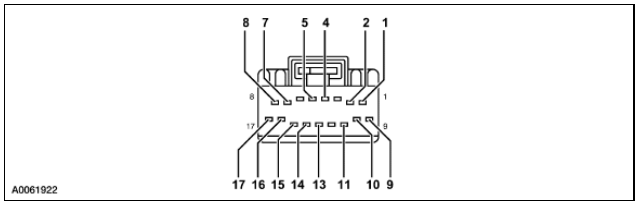
Pin Number(s)		
1	CKT 32-AH34 (WH/BK) Front up input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in front up, less than 5 ohms to ground when connected and switch is in front down.
2	CKT 33-AH34 (YE/BK) Front down input circuit from power seat switch to power seat motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in front down, less than 5 ohms to ground when connected and switch is in front up.

Passenger Power Recline Seat Motor C338



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 32-AH43 (WH/RD) Rearward recline input circuit from power seat switch to power recline motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rearward recline, less than 5 ohms to ground when connected and switch is in forward recline.
2	CKT 33-AH43 (YE/RD) Forward recline input circuit from power seat switch to power recline motor	Less than 5 ohms to the seat control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in forward recline, less than 5 ohms to ground when connected and switch is in rearward recline.

Driver Memory Seat Module C341a

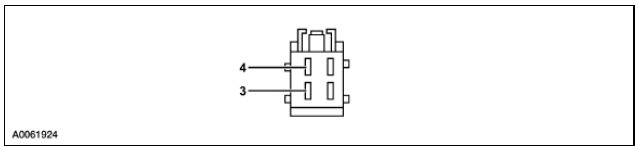


Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-AH37 (YE/GN) Rearward output circuit from DSM to power seat motor	Less than 5 ohms to the power seat motor and less than 5 ohms to ground when disconnected. Greater than 10 volts when connected and the switch is in rearward, less than 5 ohms to ground when connected and switch is in forward.

2	CKT 32-AH36 (WH/RD) Rearward recliner output circuit from DSM to power seat motor	Less than 5 ohms to the power seat motor and less than 5 ohms to ground when disconnected. Greater than 10 volts when connected and the switch is in rearward, less than 5 ohms to ground when connected and switch is in forward.
4	CKT 8-AH26 (WH/RD) Horizontal sense signal circuit from power seat memory position sensor to DSM	Continuity to DSM, less than 5 ohms. Voltage varies based on seat position when connected.
5	CKT 8-AH24 (WH/BK) Front sense signal circuit from power seat memory position sensor to DSM	Continuity to DSM, less than 5 ohms. Voltage varies based on seat position when connected.
7	CKT 33-AH38 (YE/BK) Front down output circuit from DSM to power seat motor	Less than 5 ohms to the power seat motor and less than 5 ohms to ground when disconnected. Greater than 10 volts when connected and the switch is in front down, less than 5 ohms to ground when connected and switch is in front up.
8	CKT 33-AH41 (YE/VT) Rear down output circuit from DSM to power seat motor	Less than 5 ohms to the power seat motor and less than 5 ohms to ground when disconnected. Greater than 10 volts when connected and the switch is in rear down, less than 5 ohms to ground when connected and switch is in rear up.
9	CKT 33-AH36 (YE/RD) Forward recliner output circuit from DSM to power seat motor	Less than 5 ohms to the power seat motor and less than 5 ohms to ground when disconnected. Greater than 10 volts when connected and the switch is in forward, less than 5 ohms to ground when connected and switch is in rearward.
10	CKT 32-AH37 (WH/GN) Forward output circuit from DSM to power seat motor	Less than 5 ohms to the power seat motor and less than 5 ohms to ground when disconnected. Greater than 10 volts when connected and the switch is in forward, less than 5 ohms to ground when connected and switch is in rearward.
11	CKT 9-AH80 (BN/WH) Driver seat sensor common circuit to power seat motor sensors	Continuity to DSM, less than 5 ohms.
13	CKT 8-AH30 (WH/BU) Recliner position sensor circuit to power seat recliner motor sensor from DSM	Continuity to DSM, less than 5 ohms.
14	CKT 8-AH25 (WH/GN) Rear position sensor circuit to power seat motor sensor from DSM	Continuity to DSM, less than 5 ohms.
15	CKT 7-AH80 (YE/VT) Feed circuit to power seat memory position sensor to DSM	Continuity to DSM, less than 5 ohms.
16	CKT 32-AH41 (WH/VT) Rear motor up output circuit from DSM to power seat motor	Less than 5 ohms to the seat control switch and less than 5 ohms to ground when disconnected. Greater than 10 volts when connected and the switch is in rear up, less than 5 ohms to ground when connected and switch is in rear down.
17	CKT 32-AH38 (WH/BK) Front up output circuit from DSM to power seat motor	Less than 5 ohms to the power seat motor and less than 5 ohms to ground when disconnected. Greater than 10 volts when connected and the switch is in front up, less

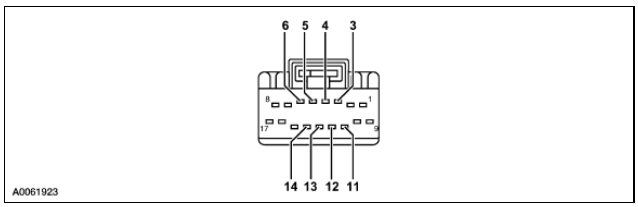
		than 5 ohms to ground when connected and switch is in front down.

Driver Memory Seat Module C341b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	CKT 31-AH80 (BK) Ground	Continuity to ground, less than 5 ohms.
4	CKT 30-AH80 (RD) Battery voltage from RPDB	Greater than 10 volts at all times.

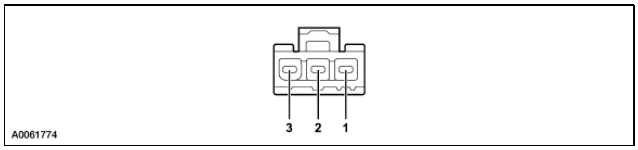
Driver Memory Seat Module C341c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	CKT 10-AH83 (GY/OG) Rearward input circuit from power seat switch to DSM	Less than 5 ohms to the DSM. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rearward, less than 5 ohms to ground when connected and switch is in forward.
4	CKT 10-AH82 (GY/RD) Rearward recliner input circuit from power seat switch to DSM	Less than 5 ohms to the DSM. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rearward, less than 5 ohms to ground when connected and switch is in forward.
5	CKT 8-AH84 (WH/BK) Front down input circuit from power seat switch to DSM	Less than 5 ohms to the DSM. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in front down, less than 5 ohms to ground when connected and switch is in front up.
6	CKT 10-AH85 (GY/WH) Rear down input circuit from power seat switch to DSM	Less than 5 ohms to the DSM. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rear down, less than 5 ohms to ground when connected and switch is in rear up.
11	CKT 8-AH83 (WH/GN) Forward input circuit from power seat switch to DSM	Less than 5 ohms to the DSM. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in forward, less than 5 ohms to ground when connected and switch is in rearward.
12		

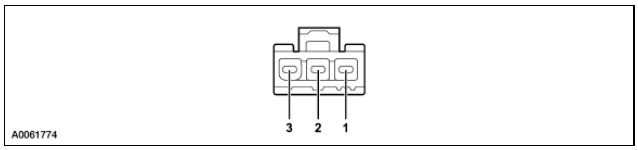
	CKT 8-AH82 (WH/RD) Forward recliner input circuit from power seat switch to DSM	Less than 5 ohms to the DSM. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in forward, less than 5 ohms to ground when connected and switch is in rearward.
13	CKT 10-AH84 (GY/BK) Front up input circuit from power seat switch to DSM	Less than 5 ohms to the DSM. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in front up, less than 5 ohms to ground when connected and switch is in front down.
14	CKT 8-AH85 (WH/VT) Rear up input circuit from power seat switch to DSM	Less than 5 ohms to the DSM. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in rear up, less than 5 ohms to ground when connected and switch is in rear down.

Driver Memory Front Height Power Seat Motor Position Sensor C383



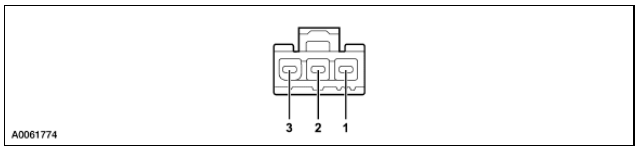
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 9-AH24 (BN/YE) Return sensor common circuit from seat position sensors to DSM	Continuity to DSM, less than 5 ohms.
2	CKT 8-AH24 (WH/BK) Front vertical signal circuit to DSM	Continuity to DSM, less than 5 ohms. Voltage varies based on seat position when connected.
3	CKT 7-AH24 (YE/BK) Voltage reference (feed) to seat position sensors to DSM	Approximately 4.5 volts at all times.

Driver Memory Forward/Rearward Power Seat Motor Position Sensor C372



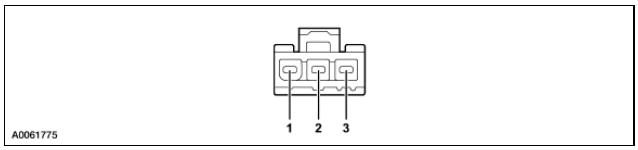
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-AH26 (YE/RD) Voltage reference (feed) to seat position sensors to DSM	Approximately 4.5 volts at all times.
2	CKT 8-AH26 (WH/BK) Horizontal signal circuit to DSM	Continuity to DSM, less than 5 ohms. Voltage varies based on seat position when connected.
3	CKT 9-AH26 (BN/RD) Return sensor common circuit from seat position sensors to DSM	Continuity to DSM, less than 5 ohms.

Driver Memory Rear Height Power Seat Motor Position Sensor C373



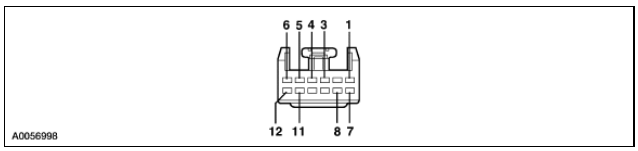
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-AH25 (YE/GN) Voltage reference (feed) to seat position sensors to DSM	Approximately 4.5 volts at all times.
2	CKT 8-AH25 (WH/GN) Rear vertical signal circuit to DSM	Continuity to DSM, less than 5 ohms. Voltage varies based on seat position when connected.
3	CKT 9-AH25 (BN/GN) Return sensor common circuit from seat position sensors to DSM	Continuity to DSM, less than 5 ohms.

Driver Memory Power Recline Motor Position Sensor C376



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-AH30 (YE/BU) Voltage reference (feed) to seat position sensors to DSM	Approximately 4.5 volts at all times.
2	CKT 8-AH30 (WH/BU) Recliner signal circuit to DSM	Continuity to DSM, less than 5 ohms. Voltage varies based on seat position when connected.
3	CKT 9-AH30 (BN/BU) Return sensor common circuit from seat position sensors to DSM	Continuity to DSM, less than 5 ohms.

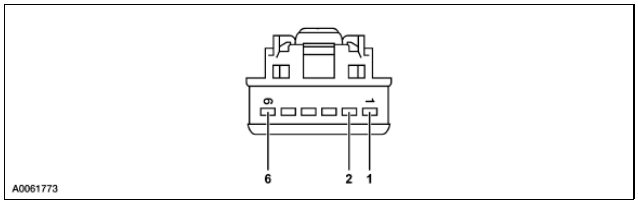
Driver/Passenger Rear Heated Seat Module C3162/C3163



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 31-HC21 (BK/GN) Ground	Continuity to ground, less than 5 ohms.
3	CKT 9-HC23 (BN/YE) Heated seat cushion	Continuity to seat cushion heater, less than 5

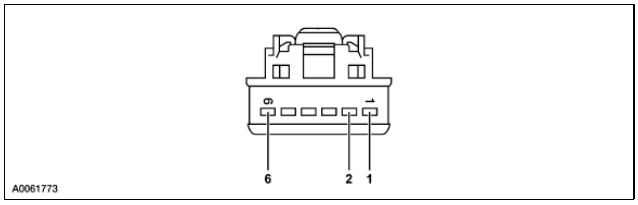
	temperature sensor return	ohms.
4	CKT 8-HC23 (WH/BK) Heated seat cushion temperature sensor feed	Continuity to seat cushion heater, less than 5 ohms.
5	CKT 20-HC21 (PK/BK) Ignition voltage from fuse box	Greater than 10 volts when ignition is ON.
6	CKT 20S-HC17 (PK) Heated seat cushion element feed	Continuity to seat cushion heater, less than 5 ohms.
7	CKT 31S-HC16 (BK/BU) Heated seat cushion element return	Continuity from backrest element to heated seat module, less than 5 ohms.
8	CKT 8-HC21 (WH/GN) High input circuit from heated seat switch to heated seat module	Continuity from heated seat switch, less than 5 ohms.
11	CKT 10-HC21 (GY/OG) Low input circuit from heated seat switch to heated seat module	Continuity from heated seat switch, less than 5 ohms.
12	CKT 30-HC21 (RD/GN) Battery voltage from fuse box	Greater than 10 volts at all times.

Left Rear Heated Seat Switch C722



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 31-HC15 (BK/YE) Ground	Continuity to ground, less than 5 ohms.
2	CKT 8-HC21 (WH/GN) High output circuit from heated seat switch to heated seat module	Continuity to heated seat module, less than 5 ohms.
6	CKT 10-HC21 (GY/OG) Low output circuit from heated seat switch to heated seat module	Continuity to heated seat module, less than 5 ohms.

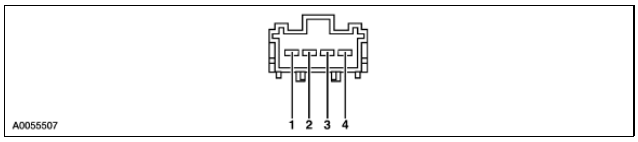
Right Rear Heated Seat Switch C822



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 31-HC18 (BK/GN) Ground	Continuity to ground, less than 5 ohms.
2		

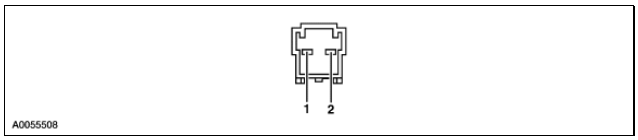
	CKT 8-HC21A (WH/GN) High output circuit from heated seat switch to heated seat module	Continuity to heated seat module, less than 5 ohms.
6	CKT 10-HC21A (GY/OG) Low output circuit from heated seat switch to heated seat module	Continuity to heated seat module, less than 5 ohms.

Left/Right Rear Heated Seat Cushion Element C3167/C3169



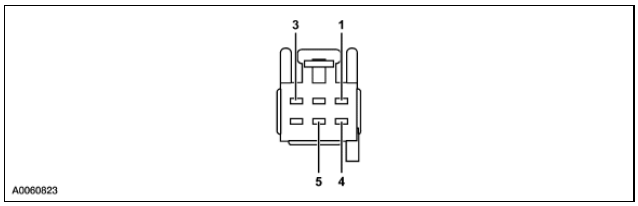
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 20S-HC17 (PK) Heated seat cushion element feed	Continuity from heated seat module, less than 5 ohms.
2	CKT 8-HC23 (WH/BK) Heated seat cushion sensor feed	Continuity from heated seat module, less than 5 ohms.
3	CKT 9-HC23 (BN/YE) Heated seat cushion sensor return	Continuity to heated seat module, less than 5 ohms.
4	CKT 20S-HC16 (PK/BU) Heated seat backrest element feed	Continuity from cushion element to backrest element, less than 5 ohms.

Left/Right Rear Heated Seat Backrest Element C3168/C3170



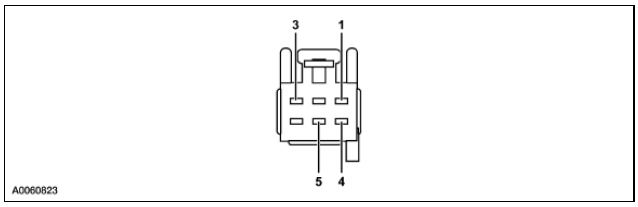
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 20S-HC16 (PK/BU) Heated seat backrest element feed	Continuity from cushion element to backrest element, less than 5 ohms.
2	CKT 31S-HC16 (BK/BU) Heated seat cushion element return	Continuity from backrest element to heated seat module, less than 5 ohms.

Driver Power Lumbar Switch C361



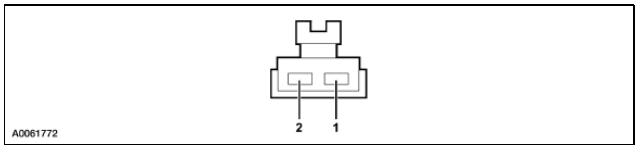
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 32-AH39 (WH/BU) Inflate output circuit from lumbar seat switch to power lumbar motor	Less than 5 ohms to the lumbar control switch. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in inflate, less than 5 ohms to ground when connected and switch is in deflate.
3	CKT 31-AH40 (BK/GN) Ground	Continuity to lumbar seat switch, less than 5 ohms.
4	CKT 33-AH39 (YE/BU) Deflate output circuit from lumbar seat switch to power lumbar motor	Less than 5 ohms to the lumbar control switch. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in deflate, less than 5 ohms to ground when connected and switch is in inflate.
5	CKT 30-AH40 (RD/GN) Battery voltage from rear PDB	Greater than 10 volts at all times.

Passenger Power Lumbar Switch C331



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 32-AH45 (WH/BU) Inflate output circuit from lumbar seat switch to power lumbar motor	Less than 5 ohms to the lumbar control switch. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in inflate, less than 5 ohms to ground when connected and switch is in deflate.
3	CKT 31-AH46 (BK) Ground	Continuity to lumbar seat switch, less than 5 ohms.
4	CKT 33-AH45 (YE/BU) Deflate output circuit from lumbar seat switch to power lumbar motor	Less than 5 ohms to the lumbar control switch. Greater than 10,000 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in deflate, less than 5 ohms to ground when connected and switch is in inflate.
5	CKT 30-AH46 (RD) Battery voltage from rear PDB	Greater than 10 volts at all times.

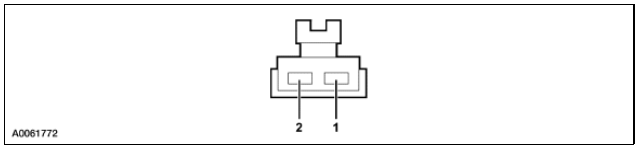
Driver Power Lumbar Motor C366



	Circuit Designation/Description	Normal Condition/Measurement

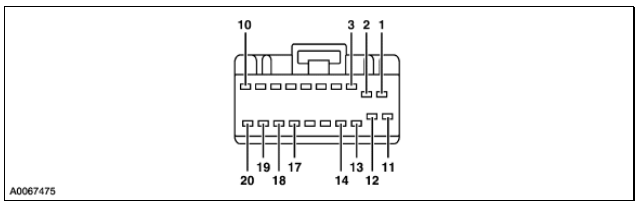
Pin Number(s)		
1	CKT 33-AH39 (YE/BU) Deflate input circuit to power lumbar motor from power lumbar seat switch	Less than 5 ohms to the lumbar control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in deflate, less than 5 ohms to ground when connected and switch is in inflate.
2	CKT 32-AH39 (WH/BU) Inflate input circuit to power lumbar motor from power lumbar seat switch	Less than 5 ohms to the lumbar control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in inflate, less than 5 ohms to ground when connected and switch is in deflate.

Passenger Power Lumbar Motor C336



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-AH45 (YE/BU) Deflate input circuit to power lumbar motor from power lumbar seat switch	Less than 5 ohms to the lumbar control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in deflate, less than 5 ohms to ground when connected and switch is in inflate.
2	CKT 32-AH45 (WH/BU) Inflate input circuit to power lumbar motor from power lumbar seat switch	Less than 5 ohms to the lumbar control switch. Less than 5 ohms to ground when switch is not pressed. Greater than 10 volts when connected and switch is in inflate, less than 5 ohms to ground when connected and switch is in deflate.

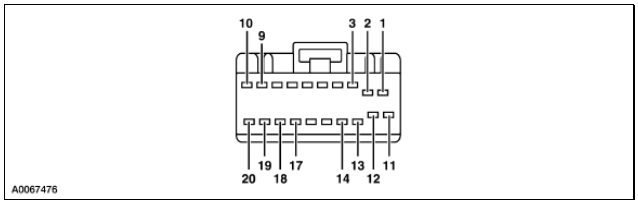
Driver Climate Controlled Seat Module (CCSM) C3031b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 20S-HC17 (PK) Climate controlled seat cushion temperature sensor feed	Continuity to seat cushion thermal electric device (TED), less than 5 ohms.
2	CKT 31S-HC17 (BK/OG) Climate controlled seat cushion temperature sensor return	Continuity to seat cushion TED, less than 5 ohms.
3		

	CKT 31S-FA18 (BK/RD) Climate controlled seat fan control voltage return	Continuity to seat fan motor, less than 5 ohms.
10	CKT 20S-FA18 (PK/OG) Climate controlled seat fan, signal	Continuity to seat fan motor, less than 5 ohms.
11	CKT 20S-HC16 (PK/BU) Climate controlled seat backrest temperature sensor feed	Continuity to seat backrest TED, less than 5 ohms.
12	CKT 31S-HC16 (BK/BU) Climate controlled seat backrest temperature sensor return	Continuity to seat backrest TED, less than 5 ohms.
13	CKT 8-FA18 (WH/BK) Climate controlled seat fan voltage signal	Continuity to CCSM from climate controlled seat fan, less than 5 ohms.
14	CKT 10-FA18 (GY/BK) Climate controlled seat fan tachometer circuit	Continuity to CCSM from climate controlled seat fan, less than 5 ohms.
17	CKT 9-HC23 (BN/YE) Climate controlled seat cushion return signal	Continuity to CCSM from cushion TED, less than 5 ohms.
18	CKT 8-HC23 (WH/BK) Climate controlled seat cushion sensor signal	Continuity to CCSM from cushion TED, less than 5 ohms.
19	CKT 8-HC16 (WH/RD) Climate controlled seat backrest sensor signal	Continuity to CCSM from backrest TED, less than 5 ohms.
20	CKT 9-HC16 (BN/RD) Climate controlled seat backrest sensor return	Continuity to CCSM from backrest TED, less than 5 ohms.

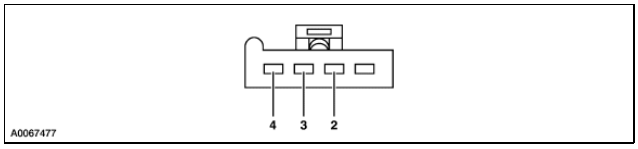
Passenger Climate Controlled Seat Module (CCSM) C3036b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 20S-HC20 (PK/WH) Climate controlled seat cushion temperature sensor feed	Continuity to seat cushion TED, less than 5 ohms.
2	CKT 31S-HC20 (BK/WH) Climate controlled seat cushion temperature sensor return	Continuity to seat cushion TED, less than 5 ohms.
3	CKT 31S-FA18 (BK/RD) Climate controlled seat fan control voltage return	Continuity to seat fan motor, less than 5 ohms.
9	CKT 31-HC22D (BK/YE) Passenger ID circuit	Continuity to ground, less than 5 ohms.
10	CKT 20S-FA18 (PK/OG) Climate controlled seat fan, signal	Continuity to seat fan motor, less than 5 ohms.
11	CKT 20S-HC19 (PK/OG) Climate controlled seat backrest temperature sensor feed	Continuity to seat backrest TED, less than 5 ohms.
12	CKT 31S-HC19 (BK/RD) Climate controlled seat backrest temperature sensor return	Continuity to seat backrest TED, less than 5 ohms.
13	CKT 8-FA18 (WH/BK) Climate controlled seat fan control voltage signal	Continuity to CCSM from climate controlled seat fan, less than 5 ohms.
14		

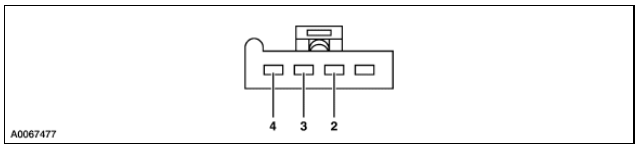
	CKT 10-FA18 (GY/BK) Temperature controlled seat fan tachometer circuit	Continuity to CCSM from climate controlled seat fan, less than 5 ohms.
17	CKT 9-HC24 (BN/RD) Climate controlled seat cushion sensor signal return	Continuity to CCSM from cushion TED, less than 5 ohms.
18	CKT 8-HC24 (WH/RD) Climate controlled seat cushion sensor signal	Continuity to CCSM from cushion TED, less than 5 ohms.
19	CKT 8-HC19 (WH/BK) Climate controlled seat backrest sensor signal	Continuity to CCSM from backrest TED, less than 5 ohms.
20	CKT 9-HC19 (BN/YE) Climate controlled seat backrest sensor signal return	Continuity to CCSM from backrest TED, less than 5 ohms.

Driver Climate Controlled Seat Module C3031a



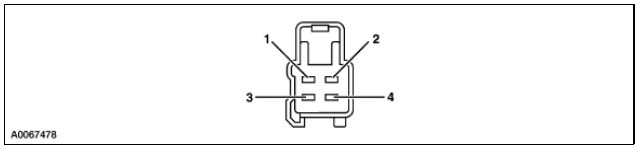
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	CKT 20-HC21 (PK/BK) Battery voltage from PJB	Greater than 10 volts when switch is in the run position.
3	CKT 31-HC21 (BK/GN) Ground	Continuity to ground, less than 5 ohms.
4	CKT 30-HC21 (RD/GN) Battery voltage from rear PDB	Greater than 10 volts at all times.

Passenger Climate Controlled Seat Module C3036a



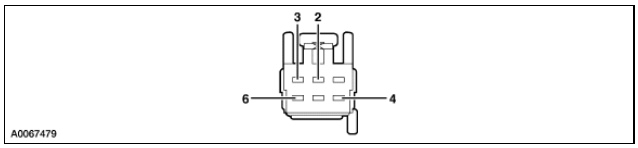
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	CKT 20-HC22 (PK/YE) Battery voltage from PJB	Greater than 10 volts when switch is in the run position.
3	CKT 31-HC22 (BK/YE) Ground	Continuity to ground, less than 5 ohms.
4	CKT 30-HC22 (RD/YE) Battery voltage from rear PDB	Greater than 10 volts at all times.

Driver and Passenger Climate Controlled Seat Fan C3033/C3038



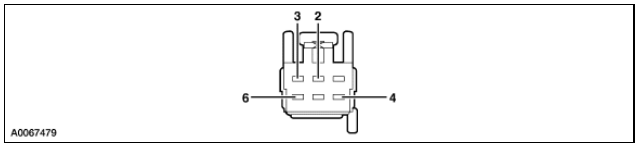
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 20S-FA18 (PK/OG) Climate controlled seat fan, signal	Continuity to seat fan motor, less than 5 ohms.
2	CKT 10-FA18 (GY/BK) Temperature controlled seat fan tachometer circuit	Continuity to CCSM from climate controlled seat fan, less than 5 ohms.
3	CKT 8-FA18 (WH/BK) Climate controlled seat fan voltage feed	Continuity to CCSM from climate controlled seat fan, less than 5 ohms.
4	CKT 31S-FA18 (BK/RD) Climate controlled seat fan voltage return	Continuity to CCSM from climate controlled seat fan, less than 5 ohms.

Driver Climate Controlled Seat Cushion TED C3035



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	CKT 9-HC23 (BN/YE) Climate controlled seat cushion return signal	Continuity to CCSM from cushion TED, less than 5 ohms.
3	CKT 8-HC23 (WH/BK) Climate controlled seat cushion sensor signal	Continuity to CCSM from cushion TED, less than 5 ohms.
4	CKT 31S-HC17 (BK/OG) Climate controlled seat cushion temperature sensor return	Continuity to seat cushion TED, less than 5 ohms.
6	CKT 20S-HC17 (PK) Climate controlled seat cushion temperature sensor feed	Continuity to seat cushion TED, less than 5 ohms.

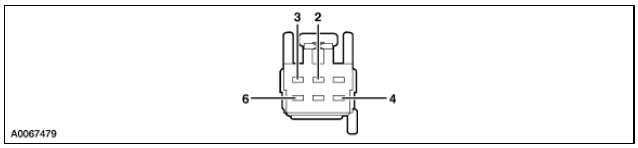
Passenger Climate Controlled Seat Cushion TED C3040



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	CKT 9-HC24 (BN/RD) Climate controlled seat cushion sensor signal return	Continuity to CCSM from cushion TED, less than 5 ohms.
3	CKT 8-HC24 (WH/RD) Climate controlled seat cushion sensor signal	Continuity to CCSM from cushion TED, less than 5 ohms.

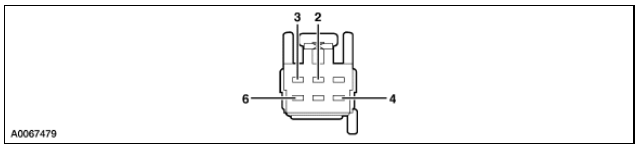
4	CKT 31S-HC20 (BK/WH) Climate controlled seat cushion temperature sensor return	Continuity to seat cushion TED, less than 5 ohms.
6	CKT 20S-HC20 (PK/WH) Climate controlled seat cushion temperature sensor feed	Continuity to seat cushion TED, less than 5 ohms.

Driver Climate Controlled Seat Backrest TED C3034



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	CKT 9-HC16 (BN/RD) Climate controlled seat backrest sensor return	Continuity to CCSM from backrest TED, less than 5 ohms.
3	CKT 8-HC16 (WH/RD) Climate controlled seat backrest sensor signal	Continuity to CCSM from backrest TED, less than 5 ohms.
4	CKT 31S-HC16 (BK/BU) Climate controlled seat backrest temperature sensor return	Continuity to seat backrest TED, less than 5 ohms.
6	CKT 20S-HC16 (PK/BU) Climate controlled seat backrest temperature sensor feed	Continuity to seat backrest TED, less than 5 ohms.

Passenger Climate Controlled Seat Backrest TED C3039



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	CKT 9-HC19 (BN/YE) Climate controlled seat backrest sensor signal return	Continuity to CCSM from backrest TED, less than 5 ohms.
3	CKT 8-HC19 (WH/BK) Climate controlled seat backrest sensor signal	Continuity to CCSM from backrest TED, less than 5 ohms.
4	CKT 31S-HC19 (BK/RD) Climate controlled seat backrest temperature sensor return	Continuity to seat backrest TED, less than 5 ohms.
6	CKT 20S-HC19 (PK/OG) Climate controlled seat backrest temperature sensor feed	Continuity to seat backrest TED, less than 5 ohms.

Pinpoint Test A: No Communication With The Driver Seat Module (DSM)

Normal Operation

The DSM is powered by battery voltage from circuit 29-AH80 (OG/WH) and 30-AH80 (RD) and is supplied ground on circuit 31-AH80 (BK) and 91-AH80 (BN/WH).

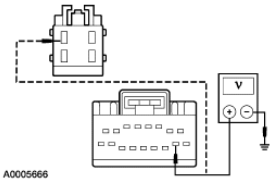
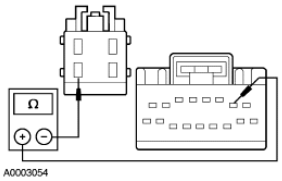
Possible Causes

No communication with the driver seat module can be caused by:

- fuse(s).
- wiring, terminals, or connectors.
- a faulty DSM.

PINPOINT TEST A: NO COMMUNICATION WITH THE DRIVER SEAT MODULE (DSM)

Test Step	Result / Action to Take
A1 CHECK NGS TESTER COMMUNICATION TO THE DDM	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Using the results from the DATA LINK DIAGNOSTICS test, check for communication to the DDM. • **Does the NGS Tester communicate with the DDM?**	**Yes** GO to A2 . **No** Go To Pinpoint Test B .
A2 CHECK CIRCUITS 29-AH80 (OG/WH) AND 30-AH80 (RD) FOR VOLTAGE	
• Key in OFF position. • Disconnect: DSM C341b. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.	**Yes** GO to A3 . **No** REPAIR the circuit in question. TEST the

• Disconnect: DSM C341c. • Measure the voltage between DSM C341c-10, circuit 29-AH80 (OG/WH), harness side and ground; and between DSM C341b-4, circuit 30-AH80 (RD), harness side and ground  • **Are the voltages greater than 10 volts?**	system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
A3 CHECK CIRCUIT 31-AH80 (BK) AND 91-AH80 (BN/WH) FOR AN OPEN	
• Measure the resistance between the DSM C341b-3, circuit 31-AH80 (BK), harness side and ground; and between DSM C341c-2, circuit 91-AH80 (BN/WH), harness side and ground.  • **Are the resistances less than 5 ohms?**	**Yes** REFER to Section 418-00 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test B: No Communication With The Driver Door Module (DDM)

Normal Operation

The DDM is power by battery voltage from circuits 29-AJ80 (OG) and ignition voltage circuit 29S-AJ86 (OG/BU) and is supplied ground on circuits 91-AJ80 (BN/BU) and 31-AJ80B (BK/OG).

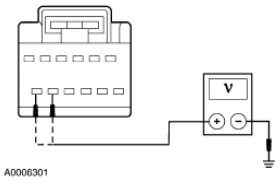
Possible Causes

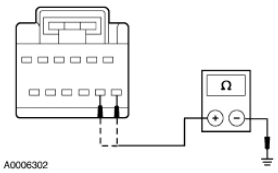
No communication with driver door module can be caused by:

- fuse(s).
- wiring, terminals, or connectors.
- a faulty DDM.

PINPOINT TEST B: NO COMMUNICATION WITH THE DRIVER DOOR MODULE (DDM)

Test Step	Result / Action to Take
B1 CHECK CIRCUITS 29-AJ80 (OG) AND 29S-AJ86 (OG/BU) FOR VOLTAGE	

⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Disconnect: DDM C501a. • Key in ON position. • Measure the voltage between DDM C501a-11, circuit 29-AJ80 (OG), harness side and ground; and between DDM C501a-12, circuit 29S-AJ86 (OG/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to B2 . **No** REPAIR the circuit in question. Test the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
B2 CHECK CIRCUITS 31-AJ80B (BK/OG) AND 91-AJ80 (BN/BU) FOR OPENS	
• Key in OFF position. • Measure the resistance between DDM C501a-7, circuit 91-AJ80 (BN/BU), harness side and ground; and between DDM C501a-8, circuit 31-AJ80B (BK/OG), harness side and ground.	**Yes** REFER to Section 418-00 . **No** REPAIR the circuit(s) in question. Test the system for normal

 A0006302 • **Is the resistance less than 5 ohms?**	operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test C: The Power Seat Is Inoperative Driver

Normal Operation

The power seat switch is powered by battery voltage to driver seat control switch circuit 30-AH35 (RD/YE) and is supplied ground on driver circuit 31-AH35 (BK/YE).

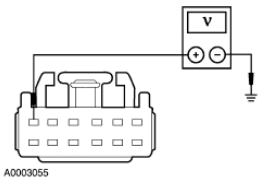
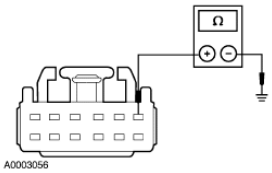
Possible Causes

An inoperative driver power seat can be caused by:

- a fuse.
- wiring, terminals, or connectors.
- a faulty power seat switch.
- a faulty power seat motor.

PINPOINT TEST C: THE POWER SEAT IS INOPERATIVE DRIVER

Test Step	Result / Action to Take
C1 CHECK CIRCUIT 30-AH35 (RD/YE) FOR VOLTAGE	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar,	**Yes** GO to C2 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Disconnect: Driver Seat Control Switch C360. • Measure the voltage between driver seat control switch C360-6, circuit 30-AH35 (RD/YE), harness side and ground.  • **Is the voltage greater than 10 volts?**	
C2 CHECK CIRCUIT 31-AH35 (BK/YE) FOR AN OPEN	
• Measure the resistance between driver seat control switch C360-1, circuit 31-AH35 (BK/YE), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new driver seat control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test D: The Power Seat Is Inoperative Passenger

Normal Operation

The power seat switch is powered by battery voltage to passenger seat control switch circuit 30-AH42 (RD)

and is supplied ground on passenger circuits 31-AH42 (BK).

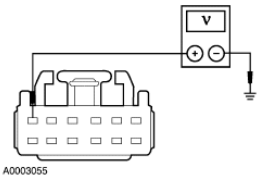
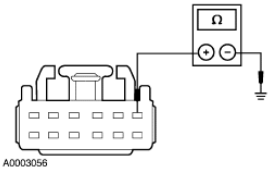
Possible Causes

An inoperative passenger power seat can be caused by:

- a fuse.
- wiring, terminals, or connectors.
- a faulty power seat switch.
- a faulty power seat motor.

PINPOINT TEST D: THE POWER SEAT IS INOPERATIVE PASSENGER

Test Step	Result / Action to Take
D1 CHECK FOR POWER TO THE PASSENGER SEAT CONTROL SWITCH	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Disconnect: Passenger Seat Control Switch C330. • Measure the voltage between passenger seat control switch C330-6, circuit 30-AH42 (RD), harness side and ground.	**Yes** GO to D2 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

 A0003055 • **Is the voltage greater than 10 volts?**	
D2 CHECK CIRCUIT 31-AH42 (BK) FOR AN OPEN	
• Measure the resistance between passenger seat control switch C330-1, circuit 31-AH42 (BK), harness side and ground.  A0003056 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new passenger seat control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test E: The Power Seat Moves But Is Noisy

Normal Operation

The power seat should move quietly during operation. Some noise is acceptable.

Possible Causes

A noisy power seat can be caused by:

- a misaligned seat track.
- a faulty seat track component.
- an object obstructing seat movement.

PINPOINT TEST E: THE POWER SEAT MOVES BUT IS NOISY

Test Step	Result / Action to Take
E1 CHECK THE TRACK ALIGNMENT	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Check the alignment of the track to the floor and the track to the seat. • **Is the track out of alignment?**	**Yes** ALIGN the track to the seat and the floor. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat track part. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test F: The Power Seat Moves But Is Loose

Normal Operation

The power seat movement should be smooth and the seat cushion should not rock during or after operation.

Possible Causes

A loose power seat can be caused by:

- loose fastening hardware.
- a faulty seat track component.

PINPOINT TEST F: THE POWER SEAT MOVES BUT IS LOOSE

Test Step	Result / Action to Take
F1 CHECK THE FASTENING HARDWARE	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • **Is the fastening hardware loose?**	**Yes** TIGHTEN all fastening hardware to specification. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** IDENTIFY the cause and INSTALL a new seat track component. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test G: The Power Seat Does Not Make Full Travel

Normal Operation

The driver power seat should travel fully horizontal (forward/rearward) and vertical (front up/down and rear up/down). The passenger power seat should travel fully horizontal (forward/rearward) and vertical (front up/down).

Possible Causes

A power seat that does not make full travel can be caused by:

- an obstruction.
- a faulty seat track component.

PINPOINT TEST G: THE POWER SEAT DOES NOT MAKE FULL TRAVEL

Test Step	Result / Action to Take
G1 CHECK FOR OBSTRUCTION IN THE SEAT TRACK	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Remove the affected seat. Refer to Driver Seat in this section. • **Are there any obstructions in the track?**	**Yes** REMOVE the obstruction(s) and GREASE the track(s). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** IDENTIFY the cause and INSTALL a new seat track component. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test H: The Power Seat Does Not Move Horizontally/Vertically Driver

Normal Operation

The power seat switch is powered by battery voltage on driver circuit 30-AH35 (RD/YE) and is supplied ground on circuit 31-AH35 (BK/YE). When pressed, the power seat switch supplies that voltage and ground to a power seat track motor to move the seat. When pressed in the opposite direction, the power seat switch reverses the polarity to that same power seat track motor, which moves the seat in the opposite direction. There are three power seat track motors that combine to move the seat cushion horizontally (forward/reverse) and vertically (front up/down and rear up/down). The power recliner cannot be repaired separately. If the power recliner needs to be repaired, an entirely new front seat backrest frame must be installed.

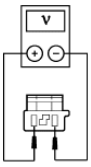
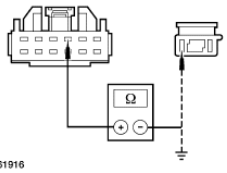
Possible Causes

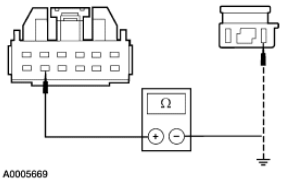
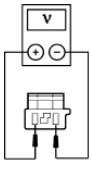
A driver power seat that does not move horizontally and/or vertically can be caused by:

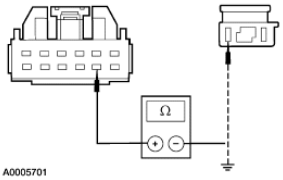
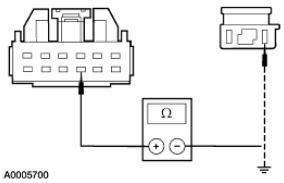
- wiring, terminals, or connectors.
- a faulty seat control switch.
- a faulty seat track motor.
- a faulty backrest recline motor (part of backrest frame assembly).

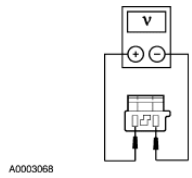
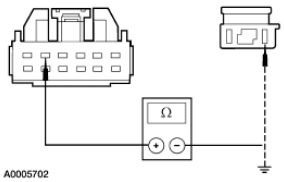
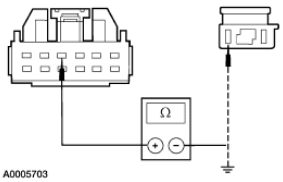
PINPOINT TEST H: THE POWER SEAT DOES NOT MOVE HORIZONTALLY/VERTICALLY DRIVER

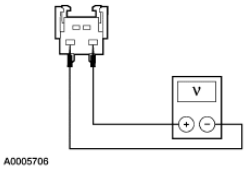
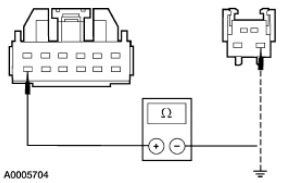
Test Step	Result / Action to Take
H1 CHECK HORIZONTAL DIRECTION MOTOR FOR CORRECT OPERATION	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in ON position. • Operate the driver power seat forward and rearward. • **Will the seat move horizontally?**	**Yes** GO to H2 . **No** GO to H3 .
H2 CHECK BACKREST MOTOR FOR CORRECT OPERATION	
• Operate the driver power seat backrest up and down. • **Will the seat backrest move up and down?**	**Yes** GO to H6 . **No** GO to H13 .

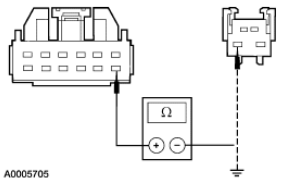
H3 CHECK THE VOLTAGE TO THE DRIVER SEAT FORWARD/REVERSE MOTOR	
• Disconnect: Driver Seat Forward/Reverse Motor C362. • Measure the voltage between driver seat forward/reverse motor C362-2, circuit 32-AH37 (WH/GN), harness side and C362-1, circuit 33-AH37 (YE/GN), harness side, while pushing the driver seat control switch forward and rearward.  A0003068 • **Is the voltage greater than 10 volts when the switch is pushed forward, greater than -10 volts when the switch is pushed rearward, and 0 volts when the switch is in a rest position?**	**Yes** INSTALL a new driver seat forward/reverse motor. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS) REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to H4 .
H4 CHECK CIRCUIT 32-AH37 (WH/GN) FOR AN OPEN AND SHORT TO GROUND	
• Key in OFF position. • Disconnect: Driver Seat Forward/Reverse Motor C362. • Measure the resistance between driver seat control switch C360-3, circuit 32-AH37 (WH/GN), harness side and driver seat forward/reverse motor C362-2, circuit 32-AH37 (WH/GN), harness side; and between driver seat control switch C360-3, circuit 32-AH37 (WH/GN), harness side and ground.  A0061916 • **Is the resistance less than 5 ohms between the driver seat forward/reverse motor and the driver seat control switch, and greater than 10,000 ohms between the driver seat control switch and ground?**	**Yes** GO to H5 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
H5 CHECK CIRCUIT 33-AH37 (YE/GN) FOR AN OPEN AND SHORT TO GROUND	
• Measure the resistance between driver seat control switch C360-11, circuit 33-AH37 (YE/GN), harness side and driver seat forward/reverse motor C362-1, circuit 33-AH37 (YE/GN), harness side; and between driver seat control switch C360-11, circuit 33-AH37 (YE/GN), harness side and ground.	**Yes** INSTALL a new driver seat control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation

 A0005669 • **Is the resistance less than 5 ohms between the driver seat forward/reverse motor and the driver seat control switch, and greater than 10,000 ohms between the driver seat control switch and ground?**	and Reactivation in this section. **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
H6 DETERMINE SEAT TILTING FAILURE	
• Determine seat tilting failure. • **Can the seat be tilted forward or backward?**	**Yes** If only forward tilting operates, GO to H7 . If only rear tilting operates, GO to H10 . **No** INSTALL a new driver seat control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
H7 CHECK THE VOLTAGE TO THE DRIVER SEAT REAR HEIGHT MOTOR	
• Disconnect: Driver Seat Rear Height Motor C363. • Measure the voltage between driver seat rear height motor C363-2, circuit 32-AH41 (WH/VT), harness side and C363-1, circuit 33-AH41 (YE/VT), harness side, while depressing the rear tilt switch up and down.  A0003068 • **Is the voltage greater than +10 volts when the rear tilt switch is pressed down, greater than -10 volts when the rear tilt switch is**	**Yes** INSTALL a new the driver seat rear height motor. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

pressed up and 0 volts when the switch is in the rest position?	**No** GO to H8 .
H8 CHECK CIRCUIT 32-AH41 (WH/VT) FOR OPEN AND SHORT TO GROUND	
• Disconnect: Driver Seat Control Switch C360. • Measure the resistance between driver seat control switch C360-8, circuit 32-AH41 (WH/VT), harness side and driver seat rear height motor C363-2, circuit 32-AH41 (WH/VT), harness side; and between driver seat control switch C360-8, circuit 32-AH41 (WH/VT), harness side and ground.  A0005701 • **Is the resistance less than 5 ohms between the driver seat rear height motor and the driver seat control switch, and greater than 10,000 ohms between the driver seat control switch and ground?**	**Yes** GO to H9 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
H9 CHECK CIRCUIT 33-AH41 (YE/VT) FOR OPEN AND SHORT TO GROUND	
• Measure the resistance between driver seat control switch C360-9, circuit 33-AH41 (YE/VT), harness side and driver seat rear height motor C363-1, circuit 33-AH41 (YE/VT), harness side; and between driver seat control switch C360-9, circuit 33-AH41 (YE/VT), harness side and ground.  A0005700 • **Is the resistance less than 5 ohms between the driver seat rear height motor and the driver seat control switch, and greater than 10,000 ohms between the driver seat control switch and ground?**	**Yes** INSTALL a new driver seat control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
H10 CHECK THE VOLTAGE TO DRIVER SEAT FRONT HEIGHT MOTOR	

• Disconnect: Driver Seat Front Height Motor C382. • Measure the voltage between driver seat front height motor C382-2, circuit 33-AH38 (YE/BK), harness side and C382-1, circuit 32-AH38 (WH/BK), while pushing the rear tilting switch up and down.  A0003068 • **Is the voltage greater than +10 volts when the front tilt switch is pressed down, greater than -10 volts when the front tilt switch is pressed up and 0 volts when the switch is in the rest position?**	**Yes** INSTALL a new driver seat front height motor. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to H11 .
H11 CHECK CIRCUIT 32-AH38 (WH/BK) FOR OPEN AND SHORT TO GROUND	
• Disconnect: Driver Seat Control Switch C360. • Measure the resistance between driver seat control switch C360-5, circuit 32-AH38 (WH/BK), harness side and driver seat front height motor C382-1, circuit 32-AH38 (WH/BK), harness side; and between driver seat control switch C360-5, circuit 32-AH38 (WH/BK), harness side and ground.  A0005702 • **Is the resistance less than 5 ohms between the driver seat front height motor and the driver seat control switch, and greater than 10,000 ohms between the driver seat control switch and ground?**	**Yes** GO to H12 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
H12 CHECK CIRCUIT 33-AH38 (YE/BK) FOR OPEN	
• Measure the resistance between driver seat control switch C360-4, circuit 33-AH38 (YE/BK) harness side, and driver seat front height motor C382-2, circuit 33-AH38 (YE/BK), harness side; and between driver seat control switch C360-4, circuit 33-AH38 (YE/BK), harness side and ground.  A0005703 • **Is the resistance less than 5 ohms between the driver seat front height motor and the driver seat control switch, and greater than 10,000 ohms between the driver seat control switch and ground?**	**Yes** INSTALL a new driver seat control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. TEST the system for

	normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
H13 CHECK THE VOLTAGE TO DRIVER SEAT BACKREST MOTOR	
• Disconnect: Driver Seat Backrest Motor C368. • Measure the voltage between driver seat backrest motor C368-1, circuit 32-AH36 (WH/RD), harness side and C363-2, circuit 33-AH36 (YE/RD), while pushing the backrest switch forward and rearward.  • **Is the voltage greater than 10 volts when the switch is pushed forward, greater than -10 volts when the switch is pushed rearward, and 0 volts when the switch is in a rest position?**	**Yes** INSTALL a new driver seat backrest motor. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to H14 .
H14 CHECK CIRCUIT 32-AH36 (WH/RD) FOR OPEN AND SHORT TO GROUND	
• Disconnect: Driver Seat Control Switch C360. • Measure the resistance between driver seat control switch C360-12, circuit 32-AH36 (WH/RD), harness side and driver seat backrest motor C368-1, circuit 32-AH36 (WH/RD), harness side; and between driver seat control switch C360-12, circuit 32-AH36 (WH/RD), harness side and ground.  • **Is the resistance less than 5 ohms between the driver seat backrest motor and the driver seat control switch, and greater than 10,000 ohms between the driver seat control switch and ground?**	**Yes** GO to H15 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
H15 CHECK CIRCUIT 33-AH36 (YE/RD) FOR OPEN	
• Measure the resistance between driver seat control switch C360-7, circuit 33-AH36 (YE/RD) harness side, and driver seat backrest motor C368-2, circuit 33-AH36 (YE/RD), harness side; and between driver seat control switch C360-7, circuit 33-AH36 (YE/RD), harness side and ground.	**Yes** INSTALL a new driver seat control switch. TEST the system for normal operation. REACTIVATE the

 • **Is the resistance less than 5 ohms between the driver seat backrest motor and the driver seat control switch, and greater than 10,000 ohms between the seat control switch and ground?**	supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test I: The Memory Seat Does Not Move Horizontally/Vertically Driver

Normal Operation

The power seat switch is powered by battery voltage to driver seat control switch circuit 29-AH35 (OG/YE) and is supplied ground on driver circuit 91-AH35 (BN). When pressed, the power seat switch supplies the voltage and ground to the driver seat module (DSM). The DSM then supplies voltage and ground to the appropriate power seat track motor based on the inputs received from the seat control switch. When pressed in the opposite direction, the power seat switch reverses the polarity to the DSM, which moves the seat in the opposite direction. There are three power seat track motors that combine to move the seat horizontally (forward/reverse) and vertically (front up/down and rear up/down). The power recliner cannot be repaired separately. If the power recliner needs to be repaired, an entirely new front seat backrest frame must be installed.

Possible Causes

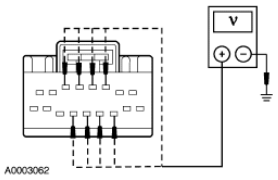
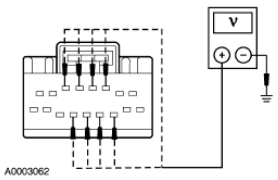
A memory seat that does not move horizontally/vertically can be caused by:

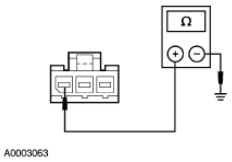
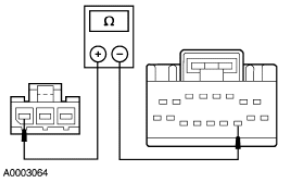
- a fuse.
- wiring, terminals, or connectors.
- a faulty memory set switch.
- a faulty power seat track motor position sensor.
- a faulty DSM.

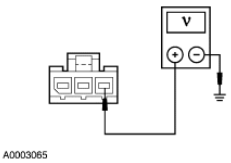
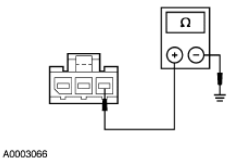
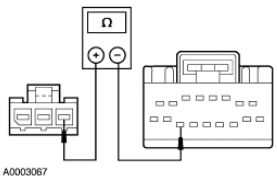
PINPOINT TEST I: THE MEMORY SEAT DOES NOT MOVE HORIZONTALLY/VERTICALLY DRIVER

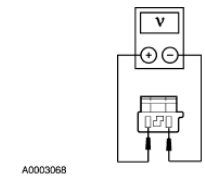
Test Step	Result / Action to Take
I1 RETRIEVE THE RECORDED DSM DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS	
	Yes If DTC B1703,

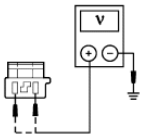
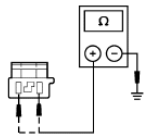
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Use the results recorded from the DSM continuous and on-demand self-tests. • **Are any DSM DTCs recorded?**	B1707, B1711, B1715, B1719, B1723, B1727 or B1731 was retrieved, GO to I2 . If any combination of DTC B1757, B1761, B1765, B1769, B2146, B2149, B2152, or B2155 are retrieved, GO to I4 . If only a combination of DTC B2146, B2149, B2152 or B2155 are retrieved, GO to I43 . **No** GO to I45 .
I2 CHECK FOR A SHORT TO BATTERY	
• Disconnect: DSM C341c. • Key in ON position. • Using the following table, measure the voltage between DSM C341c pins, harness side and ground. **DSM C341c Pin** / **Circuit** 3 / 10-AH83 (GY/OG) 4 / 10-AH82 (GY/RD) 5 / 8-AH84 (WH/BK) 6 / 10-AH85 (GY/WH) 11 / 8-AH83 (WH/GN) 12 / 8-AH82 (WH/RD) 13 / 10-AH84 (GY/BK) 14 / 8-AH85 (WH/VT)	**Yes** GO to I3 . **No** CLEAR the DSM DTCs. REPEAT the DSM self-test. If DTC B1703, B1707, B1711, B1715, B1719, B1723, B1727 or B1731 is retrieved, INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation.

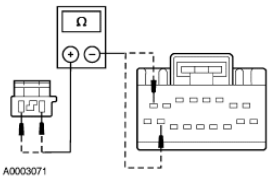
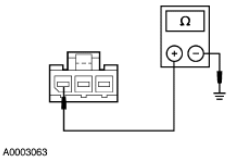
 • **Are any of the voltages greater than 10 volts?**	If any other DTCs are retrieved, refer to the DSM Diagnostic Trouble Code (DTC) Index. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I3 CHECK THE DRIVER SEAT CONTROL SWITCH FOR A SHORT TO BATTERY	
• Key in OFF position. • Disconnect: Driver Seat Control Switch C360. • Key in ON position. • Using the following table, measure the voltage between DSM C341c pins, harness side and ground. **DSM C341c Pin / Circuit** 3 / 10-AH83 (GY/OG) 4 / 10-AH82 (GY/RD) 5 / 8-AH84 (WH/BK) 6 / 10-AH85 (GY/WH) 11 / 8-AH83 (WH/GN) 12 / 8-AH82 (WH/RD) 13 / 10-AH84 (GY/BK) 14 / 8-AH85 (WH/VT)  • **Are any of the voltages greater than 10 volts?**	**Yes** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the DSM self-test. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new driver seat control switch. CLEAR the DTCs. REPEAT the DSM self-test. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I4 CHECK FOR MULTIPLE DSM DTCS	
	Yes GO to I5 .

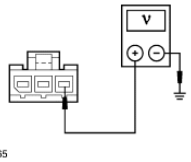
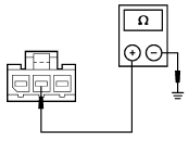
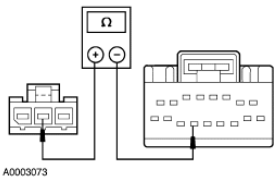
• Use the results recorded from the DSM continuous and on-demand self-tests. • **Are the DSM DTCs B1757, B1761 and B1765 all retrieved?**	**No** GO to I10 .
I5 CHECK THE HORIZONTAL POSITION SENSOR COMMON RETURN	
• Key in OFF position. • Disconnect: Horizontal Position Sensor C372. • Measure the resistance between horizontal position sensor C372-3, circuit 9-AH26 (BN/RD), harness side and ground.  A0003063 • **Is the resistance less than 180 ohms?**	**Yes** GO to I7 . **No** GO to I6 .
I6 CHECK CIRCUIT 9-AH26 (BN/RD) FOR AN OPEN	
• Disconnect: DSM C341a. • Measure the resistance between horizontal position sensor C372-3, circuit 9-AH26 (BN/RD), harness side and DSM C341a-11, circuit 9-AH80 (BN/WH), harness side.  A0003064 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

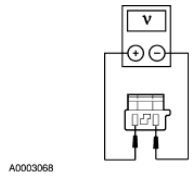
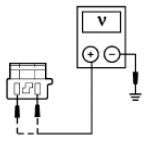
I7 CHECK THE POSITION SENSOR COMMON FEED	
• Key in OFF position. • Key in ON position. • Measure the voltage between horizontal position sensor C372-1, circuit 7-AH26 (YE/RD), harness side and ground.  A0003065 • **Is the voltage greater than 10 volts?**	**Yes** GO to I10 . **No** GO to I8 .
I8 CHECK CIRCUIT 7-AH26 (YE/RD) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DSM C341a. • Measure the resistance between horizontal position sensor C372-1, circuit 7-AH26 (YE/RD), harness side and ground.  A0003066 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I9 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I9 CHECK CIRCUIT 7-AH26 (YE/RD) OR 7-AH80 (YE/VT) FOR AN OPEN	
• Measure the resistance between horizontal position sensor C372-1, circuit 7-AH26 (YE/RD), harness side and DSM C341a-15, circuit 7-AH80 (YE/VT), harness side.  A0003067 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

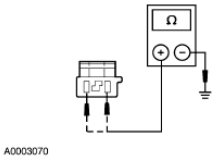
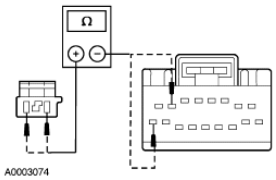
	No REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I10 CHECK FOR SINGLE DTCS	
• Using the recorded results from the DSM self-test. • **Was DTC B1757, B1761, B1765 or B1769 retrieved?**	**Yes** For DTC B1757 GO to I11 . For DTC B1761 GO to I19 . For DTC B1765 GO to I27 . For DTC B1769 GO to I35 . **No** GO to I43 .
I11 CHECK VOLTAGE TO THE DRIVER SEAT REAR HEIGHT MOTOR	
• Disconnect: Driver Seat Rear Height Motor C363. • Measure the voltage between driver seat rear height motor C363-1, circuit 33-AH41 (YE/VT), harness side and driver seat rear height motor C363-2, circuit 32-AH41 (WH/VT), harness side.  A0003068 • Operate the driver seat control switch to the rear up and rear down position. • **Is the voltage greater than 10 volts in both directions?**	**Yes** GO to I15 . **No** GO to I12 .
I12 CHECK THE DSM DRIVER SIDE REAR HEIGHT MOTOR CONTROL	

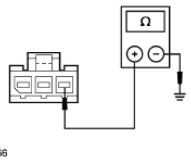
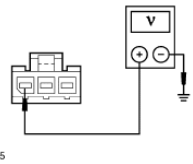
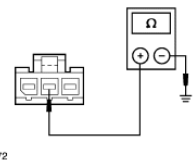
• Measure the voltage between driver seat rear height motor C363-1, circuit 33-AH41 (YE/VT), harness side and ground while operating the driver seat control switch to the rear down position; and between driver seat rear height motor C363-2, circuit 32-AH41 (WH/VT), harness side and ground while operating the driver seat control switch to the rear up position.  A0003069 • **Is the voltage greater than 10 volts in both directions?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to I13 .
I13 CHECK CIRCUIT 33-AH41 (YE/VT) AND 32-AH41 (WH/VT) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DSM C341a. • Measure the resistance between driver seat rear height motor C363-1, circuit 33-AH41 (YE/VT), harness side and ground; and between driver seat rear height motor C363-2, circuit 32-AH41 (WH/VT), harness side and ground.  A0003070 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to I14 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I14 CHECK CIRCUIT 33-AH41 (YE/VT) AND 32-AH41 (WH/VT) FOR AN OPEN	
• Measure the resistance between driver seat rear height motor C363-1, circuit 33-AH41 (YE/VT), harness side and DSM C341a-8, circuit 33-AH41 (YE/VT), harness side; and between driver seat rear height motor C363-2, circuit 32-AH41 (WH/VT), harness side and DSM C341a-16, circuit 32-AH41 (WH/VT), harness side.	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT

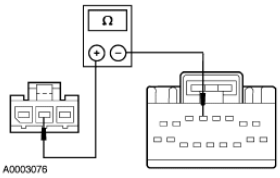
 A0003071 • **Are the resistances less than 5 ohms?**	the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the DSM self-test. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I15 CHECK CIRCUIT 9-AH25 (BN/GN) FOR AN OPEN	
• Key in OFF position. • Disconnect: Rear Height Motor Position Sensor C373. • Measure the resistance between rear height motor position sensor C373-3, circuit 9-AH25 (BN/GN), harness side and ground.  A0003063 • **Is the resistance less than 5 ohms?**	**Yes** GO to I16 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I16 CHECK CIRCUIT 7-AH25 (YE/GN) FOR AN OPEN	
• Key in ON position. • Measure the voltage between rear height motor position sensor C373-1, circuit 7-AH25 (YE/GN), harness side and ground.	**Yes** GO to I17 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint

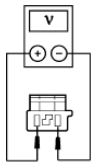
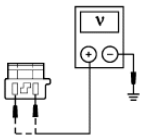
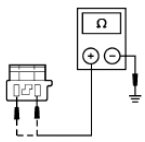
 A0003065 • **Is the voltage approximately 5 volts?**	system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I17 CHECK CIRCUIT 8-AH25 (WH/GN) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DSM C341a. • Measure the resistance between rear height motor position sensor C373-2, circuit 8-AH25 (WH/GN), harness side and ground.  A0003072 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I18 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I18 CHECK CIRCUIT 8-AH25 (WH/GN) FOR AN OPEN	
• Measure the resistance between rear height motor position sensor C373-2, circuit 8-AH25 (WH/GN), harness side and DSM C341a-14, circuit 8-AH25 (WH/GN), harness side.  A0003073 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new seat track. CALIBRATE the driver seat. REFER to Principles of Operation. REPEAT the DSM self-test. If DTC B1757 is retrieved, INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat. REFER to Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

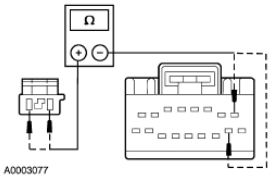
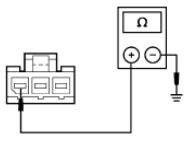
	No REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I19 CHECK THE DRIVER SEAT FRONT HEIGHT MOTOR SUPPLY	
• Disconnect: Driver Seat Front Height Motor C382. • Measure the voltage between driver seat front height motor C382-2, circuit 33-AH38 (YE/BK), harness side and driver seat front height motor C382-1, circuit 32-AH38 (WH/BK), harness side.  A0003068 • Operate the driver seat control switch to the front up and front down position. • **Is the voltage greater than 10 volts in both directions?**	**Yes** GO to I23 . **No** GO to I20 .
I20 CHECK THE DSM DRIVER SEAT FRONT HEIGHT MOTOR CONTROL	
• Measure the voltage between driver seat front height motor C382-2, circuit 33-AH38 (YE/BK), harness side and ground while operating the driver seat control switch to the front down position; and between driver seat front height motor C382-1, circuit 32-AH38 (WH/BK), harness side and ground, while operating the driver seat control switch to the front up position.  A0003069 • **Is the voltage greater than 10 volts in both directions?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No**

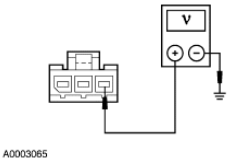
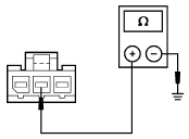
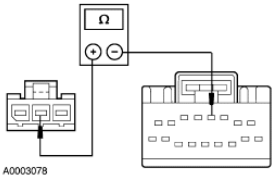
	GO to I21 .
I21 CHECK CIRCUIT 33-AH38 (YE/BK) AND 32-AH38 (WH/BK) FOR A SHORT TO GROUND	
• Disconnect: DSM C341a. • Measure the resistance between driver seat front height motor C382-2, circuit 33-AH38 (YE/BK), harness side and ground; and between driver seat front height motor C382-1, circuit 32-AH38 (WH/BK), harness side and ground.  A0003070 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to I22 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I22 CHECK CIRCUIT 33-AH38 (YE/BK) AND 32-AH38 (WH/BK) FOR AN OPEN	
• Measure the resistance between driver seat front height motor C382-2, circuit 33-AH38 (YE/BK), harness side and DSM C341a-7, circuit 33-AH38 (YE/BK), harness side; and between driver seat front height motor C382-1, circuit 32-AH38 (WH/BK), harness side and DSM C341a-17, circuit 32-AH38 (WH/BK), harness side.  A0003074 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation

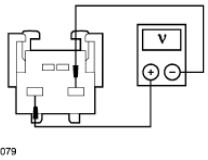
	and Reactivation in this section.
I23 CHECK CIRCUIT 9-AH24 (BN/YE) FOR AN OPEN	
• Disconnect: Front Height Motor Position Sensor C383. • Measure the resistance between front height motor position sensor C383-1, circuit 9-AH24 (BN/YE), harness side and ground.  A0003066 • **Is the resistance less than 5 ohms?**	**Yes** GO to I24 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I24 CHECK CIRCUIT 7-AH24 (YE/BK) FOR AN OPEN	
• Measure the voltage between front height motor position sensor C383-3, circuit 7-AH24 (YE/BK), harness side and ground.  A0003075 • **Is the voltage approximately 5 volts?**	**Yes** GO to I25 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I25 CHECK CIRCUIT 8-AH24 (WH/BK) FOR A SHORT TO GROUND	
• Disconnect: DSM C341a. • Measure the resistance between front height motor position sensor C383-2, circuit 8-AH24 (WH/BK), harness side and ground.  A0003072 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I26 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

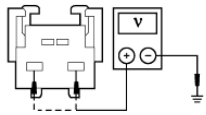
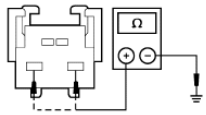
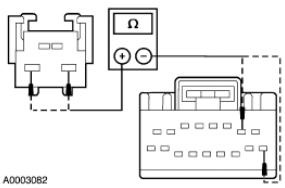
I26 CHECK CIRCUIT 8-AH24 (WH/BK) FOR AN OPEN	
• Measure the resistance between front height motor position sensor C383-2, circuit 8-AH24 (WH/BK), harness side and DSM C341a-5, circuit 8-AH24 (WH/BK), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new seat track. CALIBRATE the driver seat. REFER to Principles of Operation. REPEAT the DSM self-test. If DTC B1761 is retrieved, INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat. REFER to Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the DSM self-test. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I27 CHECK THE VOLTAGE TO THE DRIVER SEAT FORWARD/REARWARD MOTOR	
• Disconnect: Driver Seat Forward/Rearward Motor C362. • Measure the voltage between driver side forward/rearward motor C362-1, circuit 33-AH37 (YE/GN), harness side and driver side forward/rearward motor C362-2, circuit 32-AH37 (WH/GN), harness side.	**Yes** GO to I31 . **No** GO to I28 .

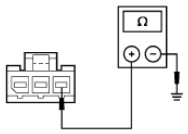
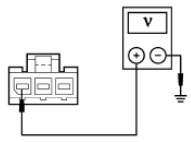
 A0003068 • Operate the driver seat control switch to the forward and rearward position. • **Is the voltage greater than 10 volts in both directions?**	
I28 CHECK THE DSM FORWARD/REARWARD MOTOR CONTROL	
• Measure the voltage between driver side forward/rearward motor C362-1, circuit 33-AH37 (YE/GN), harness side and ground while operating the driver seat control switch to the rearward position; and between driver side forward/rearward motor C362-2, circuit 32-AH37 (WH/GN), harness side and ground while operating the driver seat control switch to the forward position.  A0003069 • **Is the voltage greater than 10 volts in both directions?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to I29 .
I29 CHECK CIRCUIT 33-AH37 (WH/GN) AND 32-AH37 (YE/GN) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DSM C341. • Measure the resistance between driver side forward/rearward motor C362-1, circuit 33-AH37 (YE/GN), harness side and ground; and between driver side forward/rearward motor C362-2, circuit 32-AH37 (WH/GN), harness side and ground.  A0003070 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to I30 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I30 CHECK CIRCUIT 33-AH37 (YE/GN) AND 32-AH37 (WH/GN) FOR AN OPEN	

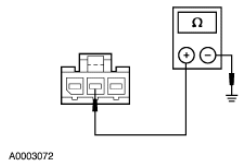
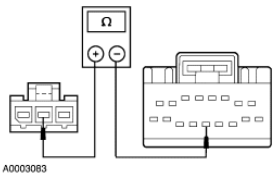
• Measure the resistance between driver side forward/rearward motor C362-1, circuit 33-AH37 (YE/GN), harness side and DSM C341a-1, circuit 33-AH37 (YE/GN), harness side; and between driver side forward/rearward motor C362-2, circuit 32-AH37 (WH/GN), harness side and DSM C341a-10, circuit 32-AH9 (WH/GN), harness side.  A0003077 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I31 CHECK CIRCUIT 9-AH26 (BN/RD) FOR AN OPEN	
• Disconnect: Forward/Rearward Motor Position Sensor C372. • Measure the resistance between forward/rearward motor position sensor C372-3, circuit 9-AH26 (BN/RD), harness side and ground.  A0003063 • **Is the resistance less than 5 ohms?**	**Yes** GO to I32 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I32 CHECK CIRCUIT 7-AH26 (YE/RD) FOR AN OPEN	

• Measure the voltage between forward/rearward motor position sensor C372-1, circuit 7-AH26 (YE/RD), harness side and ground.  A0003065 • **Is the voltage approximately 5 volts?**	**Yes** GO to I33 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the DSM self-test. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I33 CHECK CIRCUIT 8-AH26 (WH/RD) FOR A SHORT TO GROUND	
• Disconnect: DSM C341a. • Measure the resistance between forward/rearward motor position sensor C372-2, circuit 8-AH26 (WH/RD), harness side and ground.  A0003072 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I34 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I34 CHECK CIRCUIT 8-AH26 (WH/RD) FOR AN OPEN	
• Measure the resistance between forward/rearward motor position sensor C372-2, circuit 8-AH26 (WH/RD), harness side and DSM C341a-4, circuit 8-AH26 (WH/RD), harness side.  A0003078 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new seat track. CALIBRATE the driver seat. REFER to Principles of Operation. REPEAT the DSM self-test. If DTC B1765 is retrieved, INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat. REFER to Principles of Operation. CLEAR the DTCs. REPEAT

	the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I35 CHECK THE DRIVER SEAT BACKREST MOTOR SUPPLY	
• Disconnect: Driver Seat Backrest Motor C368. • Measure the voltage between driver seat backrest motor C368-2, circuit 33-AH36 (YE/RD), harness side and driver seat backrest motor C368-1, circuit 32-AH36 (WH/RD), harness side, while operating the driver seat control switch to the recline forward and recline rearward position.  A0003079 • **Is the voltage greater than 10 volts in both directions?**	**Yes** GO to I39 . **No** GO to I36 .
I36 CHECK THE DSM BACKREST MOTOR CONTROL	
• Measure the voltage between driver seat backrest motor C368-2, circuit 33-AH36 (YE/RD), harness side and ground while operating the driver seat control switch to the backrest forward position; and between driver seat backrest motor C368-1, circuit 32-AH36 (WH/RD), harness side and ground while operating the driver seat control switch to the backrest rearward position.	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint

 A0003080 • **Is the voltage greater than 10 volts in both directions?**	system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to I37 .
I37 CHECK CIRCUIT 33-AH36 (YE/RD) AND 32-AH36 (WH/RD) FOR A SHORT TO GROUND	
• Disconnect: DSM C341a. • Measure the resistance between driver seat backrest motor C368-2, circuit 33-AH36 (YE/RD), harness side and ground; and between driver seat backrest motor C368-1, circuit 32-AH34 (WH/RD), harness side and ground.  A0003081 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to I38 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I38 CHECK CIRCUIT 33-AH36 (YE/RD) AND 32-AH36 (WH/RD) FOR AN OPEN	
• Measure the resistance between driver seat backrest motor C368-2, circuit 33-AH36 (YE/RD), harness side and DSM C341a-9, circuit 33-AH36 (YE/RD), harness side; and between driver seat backrest motor C368-1, circuit 32-AH36 (WH/RD), harness side and DSM C341a-2, circuit 32-AH36 (WH/RD), harness side.  A0003082 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit.

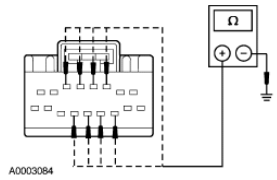
	CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I39 CHECK CIRCUIT 9-AH30 (BN/BU) FOR AN OPEN	
• Disconnect: Backrest Motor Position Sensor C376. • Measure the resistance between backrest motor position sensor C376-3, circuit 9-AH30 (BN/BU), harness side and ground.  A0003066 • **Is the resistance less than 5 ohms?**	**Yes** GO to I40 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I40 CHECK CIRCUIT 7-AH30 (YE/BU) FOR AN OPEN	
• Measure the voltage between backrest motor position sensor C376-1, circuit 7-AH30 (YE/BU), harness side and ground.  A0003075 • **Is the voltage approximately 5 volts?**	**Yes** GO to I41 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I41 CHECK CIRCUIT 8-AH30 (WH/BU) FOR A SHORT TO GROUND	
• Disconnect: DSM C341a. • Measure the resistance between backrest motor position sensor C376-2, circuit 8-AH30 (WH/BU), harness side and ground.	**Yes** GO to I42 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test.

 A0003072 • **Is the resistance greater than 10,000 ohms?**	REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I42 CHECK CIRCUIT 8-AH30 (WH/BU) FOR AN OPEN	
• Measure the resistance between backrest motor position sensor C376-2, circuit 8-AH30 (WH/BU), harness side and DSM C341a-13, circuit 8-AH30 (WH/BU), harness side.  A0003083 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new seat backrest frame assembly. CALIBRATE the driver seat. REFER to Principles of Operation. REPEAT the DSM self-test. If DTC B1769 is retrieved, INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat. REFER to Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
I43 CHECK FOR HESITATION OR JOGGING	

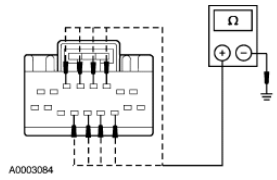
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: • Clear all DSM DTCs. • Enter the following diagnostic mode on the diagnostic tool: • Operate the driver seat control switch through all positions while monitoring DSM PIDs SFNT_MT, SREARMT, SFWD_MT and SRCL_MT, and watching seat movement. • **Did the driver seat stop or hesitate, or did any of the DSM PIDs read inconsistently?**	**Yes** INSTALL a new seat track. CALIBRATE the driver seat. REFER to Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to I44 .
I44 CHECK FOR AN INTERMITTENT CONCERN	
• Enter the following diagnostic mode on the diagnostic tool: • Clear all DSM DTCs. • Operate the driver power seat. Wiggle the harness and connectors. Inspect for any visual concerns. • Enter the following diagnostic mode on the diagnostic tool: DSM Self-Test. • **Were any DTCs retrieved?**	**Yes** If DTC B2146, B2149, B2152 or B2155 is retrieved, INSTALL a new seat track. CALIBRATE the driver seat. REFER to Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** CALIBRATE the driver seat. REFER to Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental

	Restraint System (SRS) Deactivation and Reactivation in this section.
I45 CHECK THE DRIVER SEAT CONTROL SWITCH PIDS	
• Enter the following diagnostic mode on the diagnostic tool: • Operate the driver seat control seat switch through all positions while monitoring the DSM PIDs SFNT_SW, SFWD_SW, SREARSW and SRCL_SW. • **Do the DSM PIDs accurately represent the seat control switch positions?**	**Yes** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to I46 .
I46 CHECK THE DRIVER SEAT CONTROL SWITCH CIRCUITS FOR AN OPEN	
• Disconnect: DSM C341c. • Using the following table, measure the resistance between DSM C341c pins, harness side and ground.	**Yes** GO to I47 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

DSM C341c Pin	Circuit
3	10-AH83 (GY/OG)
4	10-AH82 (GY/RD)
5	8-AH84 (WH/BK)
6	10-AH85 (GY/WH)
11	8-AH83 (WH/GN)
12	8-AH82 (WH/RD)
13	10-AH84 (GY/BK)
14	8-AH85 (WH/VT)



- **Are the resistances less than 5 ohms?**

I47 CHECK THE DRIVER SEAT CONTROL SWITCH CIRCUITS FOR A SHORT TO GROUND	
• Disconnect: Driver Seat Control Switch C360. • Using the following table, measure the resistance between DSM C341c pins, harness side and ground. **DSM C341c Pin** / **Circuit** 3 / 10-AH83 (GY/OG) 4 / 10-AH82 (GY/RD) 5 / 8-AH84 (WH/BK) 6 / 10-AH85 (GY/WH) 11 / 8-AH83 (WH/GN) 12 / 8-AH82 (WH/RD) 13 / 10-AH84 (GY/BK) 14 / 8-AH85 (WH/VT)  • **Are the resistances greater than 10,000 ohms?**	**Yes** INSTALL a new driver seat control switch. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS) REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test J: The Power Seat Does Not Move Horizontally/Vertically Passenger

Normal Operation

The power seat switch is powered by battery voltage on circuit 30-AH42 (RD) and is supplied ground on circuit 31-AH42 (BK). When pressed, the power seat switch supplies that voltage and ground to a power seat track motor to move the seat. When pressed in the opposite direction, the power seat switch reverses the polarity to that same power seat track motor, which moves the seat in the opposite direction. There are two power seat track motors that combine to move the seat horizontally (forward/reverse) and vertically (front up/down).

Possible Causes

A power seat that does not move horizontally and/or vertically can be caused by:

- wiring, terminals, or connectors.
- a faulty seat control switch.

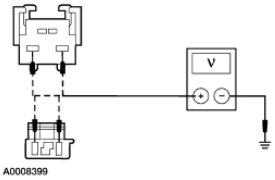
- a faulty seat track motor.

PINPOINT TEST J: THE POWER SEAT DOES NOT MOVE HORIZONTALLY/VERTICALLY PASSENGER

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>J1 CHECK THE PASSENGER SEAT MOTOR OPERATION</td><td></td></tr>
<tr><td>⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE: If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, the air bag system must be deactivated. Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. NOTE: Restraint system diagnostic tools MUST be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE: After diagnosing or repairing a seat system, the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE: Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.
• Key in OFF position.
• Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
• Disconnect:
• Disconnect the passenger seat motor connector in question: (forward/rearward motor C332, seat height motor C333, or seat backrest motor C338).
• Key in ON position.
• Using the following table, measure the voltage between the inoperative passenger seat motor connector, harness side and ground, while moving the seat control switch in the indicated direction:
<table>
<tr><th>Motor Connector</th><th>Pin</th><th>Circuit</th><th>Direction of Control Switch</th></tr>
<tr><td>Forward/</td><td>2</td><td>32-AH44</td><td>Forward</td></tr>
</table>
</td><td>Yes
INSTALL a new passenger seat track or the backrest frame assembly. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

No
GO to J2 .</td></tr>
</table>

Reverse Motor C332		(WH/GN)	
Forward/ Reverse Motor C332	1	33-AH44 (YE/GN)	Reverse
Height Motor C333	1	32-AH34 (WH/BK)	Up
Height Motor C333	2	33-AH34 (YE/BK)	Down
Backrest Motor C338	1	32-AH43 (WH/RD)	Tilt Up
Backrest Motor C338	2	33-AH43 (YE/RD)	Tilt Down

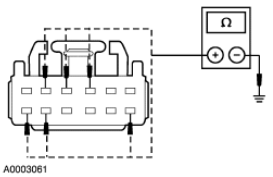


- **Are the voltages greater than 10 volts in the inoperative directions?**

J2 CHECK THE PASSENGER SEAT MOTOR CIRCUITS FOR A SHORT TO GROUND

- Key in OFF position.
- Disconnect: Passenger Seat Control Switch C330.
- Using the following table, measure the resistance between passenger seat control switch C330 pins, harness side and ground:

Pin	Circuit	Inoperative Motor
12	32-AH43 (WH/RD)	Backrest
7	33-AH43 (YE/RD)	Backrest
4	32-AH34 (WH/BK)	Height
5	33-AH34 (YE/BK)	Height
3	32-AH44 (WH/GN)	Forward/ Rearward
11	33-AH44 (YE/GN)	Forward/ Rearward

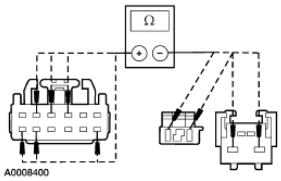


- **Are the resistances greater than 10,000 ohms?**

Yes
GO to J3 .

No
REPAIR the circuit in question. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

J3 CHECK FOR AN OPEN CIRCUIT

• Key in OFF position. • Measure the resistance between the passenger seat control switch C330 pins, harness side and the inoperative motor connector, harness side: **C330 Pin / Circuit / Motor Connector** Height Motor 4 / 32-AH34 (WH/BK) / C333-1 5 / 33-AH34 (YE/BK) / C333-2 Forward/Reverse Motor 3 / 32-AH44 (WH/GN) / C332-2 11 / 33-AH44 (YE/GN) / C332-1 Backrest Motor 12 / 32-AH43 (WH/RD) / C338-1 7 / 33-AH43 (YE/RD) / C338-2  • **Are all resistance readings less than 5 ohms?**	**Yes** INSTALL a new passenger seat control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit in question. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test K: The Memory Seat Is Inoperative

Normal Operation

The power seat switch is powered by battery voltage to driver seat control switch circuit 29-AH35 (OG/YE) and is supplied ground on driver circuit 91-AH35 (BN). When pressed, the power seat switch supplies the voltage and ground to the driver seat module (DSM). The DSM then supplies voltage and ground to the appropriate power seat track motor based on the inputs received from the seat control switch. When pressed in the opposite direction, the power seat switch reverses the polarity to the DSM, which moves the seat in the opposite direction. There are three power seat track motors that combine to move the seat horizontally (forward/reverse) and vertically (front up/down and rear up/down).

Each power seat track motor includes a position sensor, which is a potentiometer. The DSM supplies a shared reference voltage and ground to each position sensor. This enables the position sensor to send a variable voltage back to the DSM to indicate the position of the power seat track motor. The DSM uses this information to return the seat to a stored preprogrammed position when pressing the memory set switch or a remote transmitter. Refer to Seats and the owner's literature for additional information on programming the DSM for storing memory seat and adjustable pedal positions.

Possible Causes

An inoperative memory seat can be caused by:

- a fuse.
- wiring, terminals, or connectors.
- a faulty seat control switch.
- a faulty power seat track motor.
- a faulty DSM.

PINPOINT TEST K: THE MEMORY SEAT IS INOPERATIVE

Test Step	Result / Action to Take
K1 CHECK THE MEMORY MIRROR OPERATION	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Carry out a memory recall for the exterior rear view mirrors. • **Did the memory mirrors operate correctly?**	**Yes** GO to K2 . **No** REFER to Section 501-00 .
K2 CHECK THE DTCS FROM THE DSM	
• Use the recorded results from DSM self-test. • **Was DSM DTC B1342 retrieved?**	**Yes** CLEAR the DSM DTCs. REPEAT the DSM self-test. If DTC B1342 is retrieved, INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat

	Calibration in Principles of Operation. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to K3 .
K3 CHECK THE POWER SEAT CALIBRATION	
• Enter the following diagnostic mode on the diagnostic tool: CLEAR DSM DTCs. • Calibrate the driver seat. Refer to Seat Calibration in Principles of Operation. • **Were any DSM DTCs retrieved from calibration?**	**Yes** REFER to the DSM Diagnostic Trouble Code (DTC) Index. **No** GO to K4 .
K4 CHECK THE MEMORY RECALL OPERATION	
• Set a new memory seat position for driver 1 and driver 2. • Activate the memory recall for driver position 1 and driver position 2 from the memory set switch. • **Do the memory recall functions operate correctly?**	**Yes** The driver power seat is operating correctly. REVERIFY symptom. **No** INSTALL a new DSM. REFER to Section 418-00 . CALIBRATE the driver seat, REFER to Seat Calibration in Principles of Operation. GO to K5 .
K5 CHECK THE MEMORY RECALL OPERATION	
• Set a new memory seat position for driver 1 and driver 2. • Activate the memory recall for driver position 1 and driver position 2 from the memory set switch. • **Do the memory recall functions operate correctly?**	**Yes** The driver power seat is operating correctly. REVERIFY symptom. **No** CHECK the DDM for any memory function related DTCs. REPAIR as necessary. REFER to the DDM Diagnostic Trouble Code (DTC) Index. CHECK for any DSM DTCs. REPAIR as necessary. REFER to the DSM Diagnostic Trouble Code (DTC) Index.

	REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test L: The Left Rear Heated Seat Is Inoperative

Normal Operation

The left rear heated seat module is powered by battery voltage on circuit 30-HC21 (RD/GN) and by ignition voltage circuit 20-HC21D (PK/BK), and is supplied ground on circuit 31-HC21 (BK). The heated seat switch has a high and low setting depending on selection. The heated seat switch uses the ground on circuit 31-HC15 (BK/YE) to provide a ground input to the heated seat module on circuit 8-HC21 (WH/GN) (high setting) or 10-HC21 (GY/OG) (low setting). The heated seat module supplies voltage to the heated seat elements in the seat cushion and the seat back.

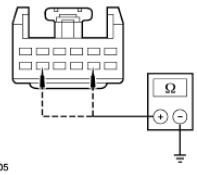
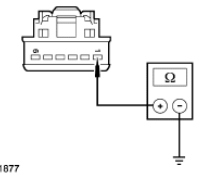
Possible Causes

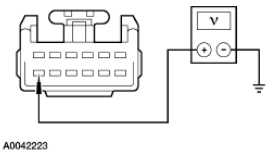
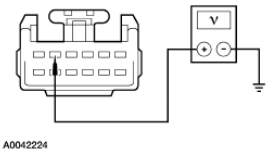
An inoperative heated seat can be caused by:

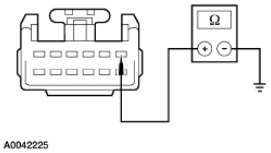
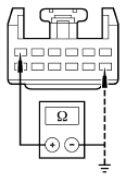
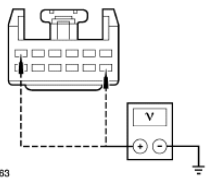
- wiring, terminals, or connectors.
- a faulty heated seat switch.
- a faulty heated seat module.
- a faulty heated seat element.
- a faulty heated seat temperature sensor.

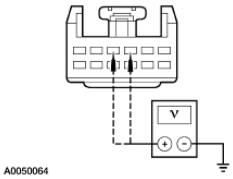
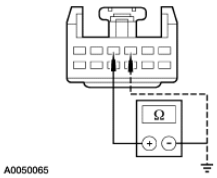
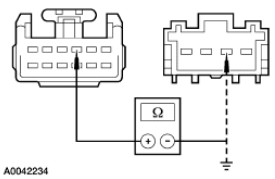
PINPOINT TEST L: THE LEFT REAR HEATED SEAT IS INOPERATIVE

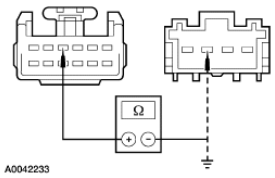
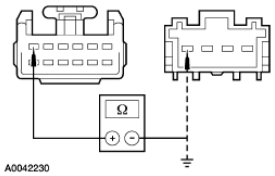
Test Step	Result / Action to Take
L1 CHECK THE HEATED SEAT SWITCH INPUT TO THE HEATED SEAT MODULE	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**	**Yes** GO to L3 . **No** GO to L2 .

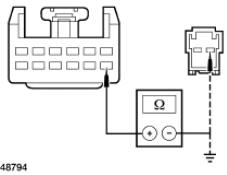
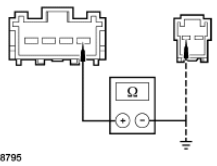
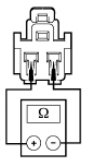
NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Disconnect: Left Rear Heated Seat Module C3162. • Measure the resistance between left rear heated seat module C3162-8, circuit 8-HC21 (WH/GN), harness side and ground and between C3162-11, circuit 10-HC21 (GY/OG), harness side and ground while pressing the heated seat switch.  A0049205 • **Are the resistances less than 50 ohms when the heated seat switch is pressed and greater than 10,000 ohms when the heated seat switch is not pressed?**	
L2 CHECK HEATED SEAT SWITCH GROUND CIRCUIT 31-HC15 (BK/YE)	
• Disconnect: Left Rear Heated Seat Switch C722. • Measure the resistance between left rear heated seat switch C722-1, circuit 31-HC15 (BK/YE), harness side and ground.  A0061877 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new heated seat switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR circuit 31-HC15 (BK/YE). TEST the system for normal operation. REACTIVATE the supplemental restraint

	system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L3 CHECK CIRCUIT 30-HC21 (RD/GN) FOR VOLTAGE TO THE HEATED SEAT MODULE	
• Measure the voltage between left rear heated seat module C3162-12, circuit 30-HC21 (RD/GN), harness side and ground.  A0042223 • **Is the voltage greater than 10 volts?**	**Yes** GO to L4 . **No** REPAIR circuit 30-HC21 (RD/GN). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L4 CHECK CIRCUIT 20-HC21D (PK/BK) FOR VOLTAGE TO THE HEATED SEAT MODULE	
• Key in ON position. • Measure the voltage between left rear heated seat module C3162-5, circuit 20-HC21D (PK/BK), harness side and ground.  A0042224 • **Is the voltage greater than 10 volts?**	**Yes** GO to L5 . **No** REPAIR circuit 20-HC21D (PK/BK). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L5 CHECK HEATED SEAT MODULE GROUND CIRCUIT 31-HC15 (BK/YE)	
• Key in OFF position. • Measure the resistance between left rear heated seat module C3162-1, circuit 31-HC15 (BK/YE), harness side and ground.	**Yes** GO to L6 . **No** REPAIR circuit 31-HC15 (BK/YE). TEST the system for normal operation. REACTIVATE the

 A0042225 • **Is the resistance less than 5 ohms?**	supplemental restraint system (SRS) REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L6 CHECK THE SEAT CUSHION HEATER AND THE SEAT BACK HEATER CIRCUITS	
• Measure the resistance between the left rear heated seat module C3162-6, circuit 20-HC17 (PK), harness side and C3162-7, circuit 31S-HC16 (BK/BU), harness side; and between the left rear heated seat module C3162-6, circuit 20-HC17 (PK), harness side and ground.  A0050062 • **Is the resistance greater than 1.6 ohms and less than 10 ohms between C3162-6 and C3162-7 and greater than 10,000 ohms between C3162-6 and ground?**	**Yes** GO to L7 . **No** GO to L12 .
L7 CHECK THE SEAT CUSHION HEATER AND THE SEAT BACK HEATER CIRCUITS FOR A SHORT TO VOLTAGE	
• Key in ON position. • Measure the voltage between the left rear heated seat module C3162-6, circuit 20-HC17 (PK), harness side and ground and between C3162-7, circuit 31S-HC16 (BK/BU), harness side and ground.  A0050063 • **Is voltage present on either circuit?**	**Yes** REPAIR the circuit 20-HC17 (PK), 31S-HC16 (BK/BU) or 20S-HC16 (PK/BU). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to L8 .
L8 CHECK THE HEATED SEAT TEMPERATURE SENSOR AND CIRCUITS FOR A SHORT TO VOLTAGE	
• Measure the voltage between the left rear heated seat module C3162-3, circuit 9-HC23 (BN/YE), harness side and ground and between C3162-4, circuit 8-HC23 (WH/BK), harness side and ground.	**Yes** REPAIR the affected circuit. TEST the system for normal operation. REACTIVATE the

 A0050064 • **Is voltage present on either circuit?**	supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to L9 .
L9 CHECK THE HEATED SEAT TEMPERATURE SENSOR AND CIRCUITS	
• Key in OFF position. • Measure the resistance between the left rear heated seat module C3162-3, circuit 9-HC23 (BN/YE), harness side and C3162-4, circuit 8-HC23 (WH/BK), harness side; and between the left rear heated seat module C3162-3, circuit 9-HC23 (BN/YE), harness side and ground.  A0050065 • **Is the resistance less than 300,000 ohms and greater than 50 ohms between C3162-3 and C3162-4 and greater than 10,000 ohms between C3162-3 and ground?**	**Yes** INSTALL a new left rear heated seat module. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to L10 .
L10 CHECK CIRCUIT 9-HC23 (BN/YE) FOR AN OPEN OR SHORT TO GROUND	
• Disconnect: Left Rear Seat Cushion Heater C3167. • Measure the resistance between the left rear heated seat module C3162-3, circuit 9-HC23 (BN/YE), harness side and the left rear seat cushion heater C3167-3, circuit 9-HC23 (BN/YE), harness side; and between the left rear heated seat module C3162-3, circuit 9-HC23 (BN/YE), harness side and ground.  A0042234 • **Is the resistance less than 5 ohms between the heated seat module and the seat cushion heater and greater than 10,000 ohms between the heated seat module and ground?**	**Yes** GO to L11 . **No** REPAIR circuit 9-HC23 (BN/YE). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L11 CHECK CIRCUIT 8-HC23 (WH/BK) FOR AN OPEN OR SHORT TO GROUND	

• Measure the resistance between the left rear heated seat module C3162-4, circuit 8-HC23 (WH/BK), harness side and the left rear seat cushion heater C3167-2, circuit 8-HC23 (WH/BK), harness side; and between the left rear heated seat module C3162-4, circuit 8-HC23 (WH/BK), harness side and ground.  • **Is the resistance less than 5 ohms between the heated seat module and the seat cushion heater and greater than 10,000 ohms between the heated seat module and ground?**	**Yes** INSTALL a new left rear seat cushion heater. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR circuit 8-HC23 (WH/BK). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L12 CHECK CIRCUIT 32-HC17 (WH/BU) FOR OPEN OR SHORT TO GROUND	
• Disconnect: Left Rear Seat Cushion Heater C3167. • Measure the resistance between left rear heated seat module C3162-6, circuit 20S-HC17 (PK), harness side and left rear seat cushion heater C3167-1, circuit 20S-HC17 (PK), harness side; and between left rear heated seat module C3162-6, circuit 20S-HC17 (PK), harness side and ground.  • **Is the resistance less than 1 ohm between the heated seat module and the seat cushion heater, and greater than 10,000 ohms between the heated seat module and ground?**	**Yes** GO to L13 . **No** REPAIR circuit 20S-HC17 (PK). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L13 CHECK CIRCUIT 31S-HC16 (BK/BU) FOR AN OPEN OR A SHORT TO GROUND	
• Disconnect: Left Rear Seat Back Heater C3168. • Measure the resistance between left rear heated seat module C3162-7, circuit 31S-HC16 (BK/BU), harness side and left rear seat back heater C3168-2, circuit 31S-HC16 (BK/BU), harness side; and between left	**Yes** GO to L14 . **No** REPAIR circuit

rear heated seat module C3162-7, circuit 31S-HC16 (BK/BU), harness side and ground.  A0048794 • **Is the resistance less than 5 ohms between the heated seat module and the seat back heater, and greater than 10,000 ohms between the heated seat module and ground?**	31S-HC16 (BK/BU). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L14 CHECK CIRCUIT 20S-HC16 (PK/BU) FOR AN OPEN OR A SHORT TO GROUND	
• Measure the resistance between left rear seat cushion heater C3167-4, circuit 20S-HC16 (PK/BU), harness side and left rear seat back heater C3168-1, circuit 20S-HC16 (PK/BU), harness side; and between left rear seat cushion heater C3167-4, circuit 20S-HC16 (PK/BU), harness side and ground.  A0048795 • **Is the resistance less than 5 ohms between the seat cushion heater and the seat back heater, and greater than 10,000 ohms between the seat cushion heater and ground?**	**Yes** GO to L15 . **No** REPAIR circuit 20S-HC16 (PK/BU). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
L15 CHECK THE SEAT BACK HEATER	
• Disconnect: Left Rear Seat Back Heater Connector. • Measure the resistance between left rear seat back heater pin 1 and pin 2, seat back heater component side.  A0048777 • **Is the resistance between 0.6 and 0.9 ohm?**	**Yes** INSTALL a new left rear seat cushion heater. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new left rear seat back heater. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER

	to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test M: The Right Rear Heated Seat Is Inoperative

Normal Operation

The passenger rear heated seat module is powered by battery voltage on circuit 30-HC21 (RD/GN) and by ignition voltage circuit 20-HC21D (PK/YE), and is supplied ground on circuit 31-HC21 (BK/GN). The heated seat switch has a high and low setting depending on selection. The heated seat switch uses the ground on circuit 31-HC18 (BK/GN) to provide a ground input to the heated seat module on circuit 8-HC21A (WH/GN) (high setting) or 10-HC21A (GY/OG) (low setting). The heated seat module supplies voltage to the heated seat elements in the seat cushion and the seat back.

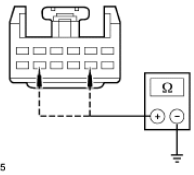
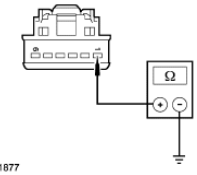
Possible Causes

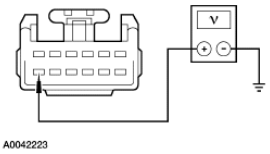
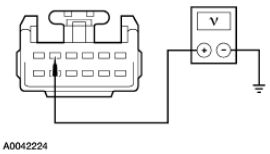
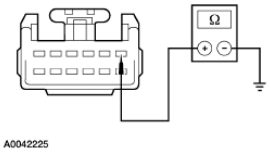
An inoperative heated seat can be caused by:

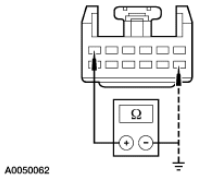
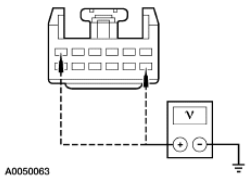
- wiring, terminals, or connectors.
- a faulty heated seat switch.
- a faulty heated seat module.
- a faulty heated seat element.
- a faulty heated seat temperature sensor.

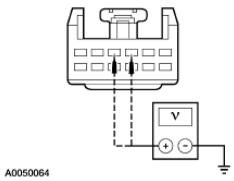
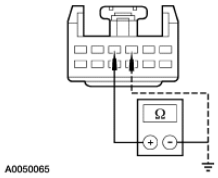
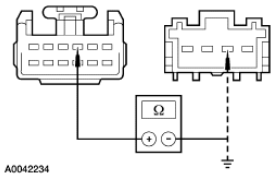
PINPOINT TEST M: THE RIGHT REAR HEATED SEAT IS INOPERATIVE

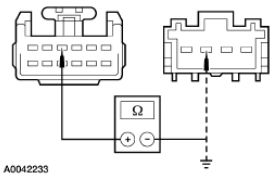
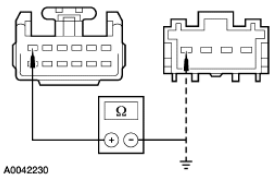
Test Step	Result / Action to Take
M1 CHECK THE HEATED SEAT SWITCH INPUT TO THE HEATED SEAT MODULE	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the**	**Yes** GO to M3 . **No** GO to M2 .

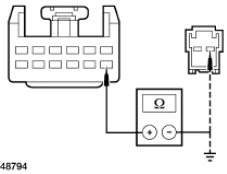
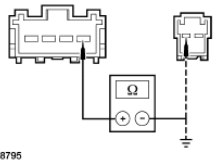
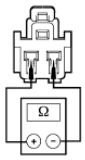
vehicle over the road. NOTE: Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Disconnect: Right Rear Heated Seat Module C3163. • Measure the resistance between right rear heated seat module C3163-8, circuit 8-HC21 (WH/GN), and C3163-11, circuit 10-HC21A (GY/OG), harness side and ground while pressing the heated seat switch.  A0049205 • **Are the resistances less than 5 ohms when the heated seat switch is pressed?**	
M2 CHECK HEATED SEAT SWITCH GROUND CIRCUIT 31-HC21 (BK/GN)	
• Disconnect: Right Rear Heated Seat Switch C822. • Measure the resistance between right rear heated seat switch C822-1, circuit 31-HC21 (BK/GN), harness side and ground.  A0061877 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new heated seat switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR circuit 31-HC21 (BK/GN). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS) REFER to Supplemental Restraint System (SRS) Deactivation and

	Reactivation in this section.
M3 CHECK CIRCUIT 30-HC21 (RD/GN) FOR VOLTAGE TO THE HEATED SEAT MODULE	
• Measure the voltage between right rear heated seat module C3163-12, circuit 30-HC21 (RD/GN), harness side and ground.  A0042223 • **Is the voltage greater than 10 volts?**	**Yes** GO to M4 . **No** REPAIR circuit 30-HC21 (RD/GN). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
M4 CHECK CIRCUIT 20-HC21D (PK/BK) FOR VOLTAGE TO THE HEATED SEAT MODULE	
• Key in ON position. • Measure the voltage between right rear heated seat module C3163-5, circuit 20-HC21D (PK/BK), harness side and ground.  A0042224 • **Is the voltage greater than 10 volts?**	**Yes** GO to M5 . **No** REPAIR circuit 20-HC21D (PK/BK). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
M5 CHECK HEATED SEAT MODULE GROUND CIRCUIT 31-HC21 (BK/GN)	
• Key in OFF position. • Measure the resistance between right rear heated seat module C3163-1, circuit 31-HC21 (BK/GN), harness side and ground.  A0042225 • **Is the resistance less than 5 ohms?**	**Yes** GO to M6 . **No** REPAIR circuit 31-HC21 (BK/GN). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS)

	Deactivation and Reactivation in this section.
M6 CHECK THE SEAT CUSHION HEATER AND THE SEAT BACK HEATER CIRCUITS	
• Measure the resistance between the right rear heated seat module C3163-6, circuit 20-HC17 (PK), harness side and C3163-7, circuit 31S-HC16 (BK/BU), harness side; and between the right rear heated seat module C3163-6, circuit 20-HC17 (PK), harness side and ground.  A0050062 • **Is the resistance greater than 1.6 ohms and less than 10 ohms between C3163-6 and C3163-7 and greater than 10,000 ohms between C3163-6 and ground?**	**Yes** GO to M7 . **No** GO to M12 .
M7 CHECK THE SEAT CUSHION HEATER AND THE SEAT BACK HEATER CIRCUITS FOR A SHORT TO VOLTAGE	
• Key in ON position. • Measure the voltage between the right rear heated seat module C3163-6, circuit 20-HC17 (PK), harness side and ground and between C3163-7, circuit 31S-HC16 (BK/BU), harness side and ground.  A0050063 • **Is voltage present on either circuit?**	**Yes** REPAIR the circuit 20-HC17 (PK), 31S-HC16 (BK/BU) or 20S-HC16 (PK/BU). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to M8 .
M8 CHECK THE HEATED SEAT TEMPERATURE SENSOR AND CIRCUITS FOR A SHORT TO VOLTAGE	
• Measure the voltage between the right rear heated seat module C3163-3, circuit 9-HC23 (BN/YE), harness side and ground and between C3163-4, circuit 8-HC23 (WH/BK), harness side and ground.	**Yes** REPAIR the affected circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS)

 A0050064 • **Is voltage present on either circuit?**	Deactivation and Reactivation in this section. **No** GO to M9 .
M9 CHECK THE HEATED SEAT TEMPERATURE SENSOR AND CIRCUITS	
• Key in OFF position. • Measure the resistance between the right rear heated seat module C3163-3, circuit 9-HC23 (BN/YE), harness side and C3163-4, circuit 8-HC23 (WH/BK), harness side; and between the right rear heated seat module C3163-3, circuit 9-HC23 (BN/YE), harness side and ground.  A0050065 • **Is the resistance less than 300,000 ohms and greater than 50 ohms between C3163-3 and C3163-4 and greater than 10,000 ohms between C3163-3 and ground?**	**Yes** INSTALL a new right rear heated seat module. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to M10 .
M10 CHECK CIRCUIT 9-HC23 (BN/YE) FOR AN OPEN OR SHORT TO GROUND	
• Disconnect: Right Rear Seat Cushion Heater C3169. • Measure the resistance between the right rear heated seat module C3163-3, circuit 9-HC23 (BN/YE), harness side and the right rear seat cushion heater C3169-3, circuit 9-HC23 (BN/YE), harness side; and between the right rear heated seat module C3163-3, circuit 9-HC23 (BN/YE), harness side and ground.  A0042234 • **Is the resistance less than 5 ohms between the heated seat module and the seat cushion heater and greater than 10,000 ohms between the heated seat module and ground?**	**Yes** GO to M11 . **No** REPAIR circuit 9-HC23 (BN/YE). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
M11 CHECK CIRCUIT 8-HC23 (WH/BK) FOR AN OPEN OR SHORT TO GROUND	
• Measure the resistance between the right rear heated seat module C3163-4, circuit 8-HC23 (WH/BK), harness side and the right rear seat cushion heater C3169-2, circuit 8-HC23 (WH/BK), harness side; and between the right rear heated seat module C3163-4, circuit 8-HC23 (WH/BK), harness side and ground.	**Yes** INSTALL a new right rear seat cushion heater. TEST the system for normal operation. REACTIVATE the supplemental restraint

 A0042233 • **Is the resistance less than 5 ohms between the heated seat module and the seat cushion heater and greater than 10,000 ohms between the heated seat module and ground?**	system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR circuit 8-HC23 (WH/BK). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
M12 CHECK CIRCUIT 20-HC17 (PK) FOR OPEN OR SHORT TO GROUND	
• Disconnect: Right Rear Seat Cushion Heater C3169. • Measure the resistance between right rear heated seat module C3163-6, circuit 20-HC17 (PK), harness side and right rear seat cushion heater C3169-1, circuit 20-HC17 (PK), harness side; and between right rear heated seat module C3163-6, circuit 20-HC17 (PK), harness side and ground.  A0042230 • **Is the resistance less than 1 ohm between the heated seat module and the seat cushion heater, and greater than 10,000 ohms between the heated seat module and ground?**	**Yes** GO to M13 . **No** REPAIR circuit 20-HC17 (PK). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
M13 CHECK CIRCUIT 31S-HC16 (BK/BU) FOR AN OPEN OR A SHORT TO GROUND	
• Disconnect: Right Rear Seat Back Heater C3170. • Measure the resistance between right rear heated seat module C3163-7, circuit 31S-HC16 (BK/BU), harness side and right rear seat back heater C3170-2, circuit 31S-HC16 (BK/BU), harness side; and between right rear heated seat module C3163-7, circuit 31S-HC16 (BK/BU), harness side and ground.	**Yes** GO to M14 . **No** REPAIR circuit 31S-HC16 (BK/BU). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental

 A0048794 • **Is the resistance less than 5 ohms between the heated seat module and the seat back heater, and greater than 10,000 ohms between the heated seat module and ground?**	Restraint System (SRS) Deactivation and Reactivation in this section.
M14 CHECK CIRCUIT 20S-HC16 (PK/BU) FOR AN OPEN OR A SHORT TO GROUND	
• Measure the resistance between right rear seat cushion heater C3169-4, circuit 20S-HC16 (PK/BU), harness side and right rear seat back heater C3170-1, circuit 20S-HC16 (PK/BU), harness side; and between right rear seat cushion heater C3169-4, circuit 20S-HC16 (PK/BU), harness side and ground.  A0048795 • **Is the resistance less than 5 ohms between the seat cushion heater and the seat back heater, and greater than 10,000 ohms between the seat cushion heater and ground?**	**Yes** GO to M15 . **No** REPAIR circuit 20S-HC16 (PK/BU). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
M15 CHECK THE SEAT BACK HEATER	
• Disconnect: Right Seat Back Heater Connector. • Measure the resistance between right rear seat back heater pin 1 and pin 2, seat back heater component side.  A0048777 • **Is the resistance between 0.6 and 0.9 ohm?**	**Yes** INSTALL a new right rear seat cushion heater. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new right rear seat back heater. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this

	section.

Pinpoint Test N: The Left Rear Heated Seat Is Inoperative Does Not Operate In High

Normal Operation

The heated seat switch uses circuit 8-HC21A (WH/GN) for the high setting input to the heated seat module.

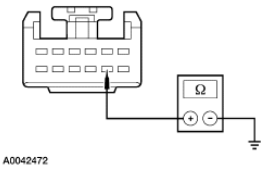
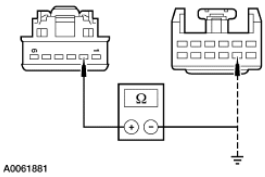
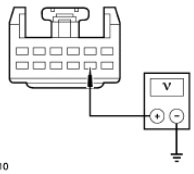
Possible Causes

A driver heated seat that does not operate in high can be caused by:

- wiring, terminals, or connectors.
- a faulty heated seat switch.
- a faulty heated seat module.

PINPOINT TEST N: THE LEFT REAR HEATED SEAT IS INOPERATIVE DOES NOT OPERATE IN HIGH

Test Step	Result / Action to Take
N1 CHECK THE HEATED SEAT SWITCH INPUT TO THE HEATED SEAT MODULE	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.	**Yes** INSTALL a new heated seat module. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to N2 .

• Key in OFF position. • Disconnect: Left Rear Heated Seat Module C3162. • Measure the resistance between left rear heated seat module C3162-8, circuit 8-HC21 (WH/GN), harness side and ground while pressing the heated seat switch.  A0042472 • **Is the resistance less than 50 ohms when the heated seat switch is pressed and greater than 10,000 ohms when the heated seat switch is not pressed?**	
N2 CHECK CIRCUIT 8-HC21 (WH/GN) FOR OPEN OR SHORT TO GROUND	
• Disconnect: Left Rear Heated Seat Switch C722. • Measure the resistance between left rear heated seat switch C722-2, circuit 8-HC21 (WH/GN), harness side and left rear heated seat module C3162-8, circuit 8-HC21 (WH/GN), harness side; and between left rear heated seat switch C722-2, circuit 8-HC21 (WH/GN), harness side and ground.  A0061881 • **Is the resistance less than 1 ohm between the heated seat switch and the heated seat module and greater than 10,000 ohms between the heated seat switch and ground?**	**Yes** GO to N3 . **No** REPAIR circuit 8-HC21 (WH/GN). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
N3 CHECK CIRCUIT 8-HC21 (WH/GN) FOR SHORT TO VOLTAGE	
• Key in ON position. • Measure the voltage between the left rear heated seat module C3162-8, circuit 8-HC21 (WH/GN), harness side and ground.  A0049210 • **Is voltage present?**	**Yes** REPAIR circuit 8-HC21 (WH/GN). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new heated seat switch. TEST the system for

	normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test O: The Left Rear Heated Seat Is Inoperative Does Not Operate In Low

Normal Operation

The heated seat switch uses circuit 10-HC21 (GY/OG) for the low setting input to the heated seat module.

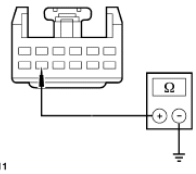
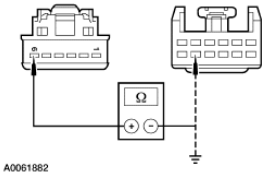
Possible Causes

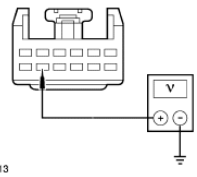
A driver heated seat that does not operate in low can be caused by:

- wiring, terminals, or connectors.
- a faulty heated seat switch.
- a faulty heated seat module.

PINPOINT TEST O: THE LEFT REAR HEATED SEAT IS INOPERATIVE DOES NOT OPERATE IN LOW

Test Step	Result / Action to Take
O1 CHECK THE HEATED SEAT SWITCH INPUT TO THE HEATED SEAT MODULE	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the	**Yes** INSTALL a new heated seat module. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to O2 .

vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Disconnect: Left Rear Heated Seat Module C3162. • Measure the resistance between left rear heated seat module C3162-11, circuit 10-HC21 (GY/OG), harness side and ground while pressing the heated seat switch.  A0049211 • **Is the resistance less than 50 ohms when the heated seat switch is pressed and greater than 10,000 ohms when the heated seat switch is not pressed?**	
O2 CHECK CIRCUIT 10-HC21 (GY/OG) FOR OPEN OR SHORT TO GROUND	
• Disconnect: Left Rear Heated Seat Switch C722. • Measure the resistance between left rear heated seat switch C722-6, circuit 10-HC21 (GY/OG), harness side and left rear heated seat module C3162-11, circuit 10-HC21 (GY/OG), harness side; and between left rear heated seat switch C722-6, circuit 10-HC21 (GY/OG), harness side and ground.  A0061882 • **Is the resistance less than 1 ohm between the heated seat switch and the heated seat module and greater than 10,000 ohms between the heated seat switch and ground?**	**Yes** GO to O3 . **No** REPAIR circuit 10-HC21 (GY/OG). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
O3 CHECK CIRCUIT 10-HC21 (GY/OG) FOR SHORT TO VOLTAGE	
• Key in ON position. • Measure the voltage between the left rear heated seat module C3162-11, circuit 10-HC21 (GY/OG), harness side and ground.	**Yes** REPAIR circuit 10-HC21 (GY/OG). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System

 A0049213 • **Is voltage present?**	(SRS) Deactivation and Reactivation in this section. **No** INSTALL a new heated seat switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test P: The Right Rear Heated Seat Is Inoperative Does Not Operate In High

Normal Operation

The heated seat switch uses circuit 8-HC18 (WH/GN) for the high setting input to the heated seat module.

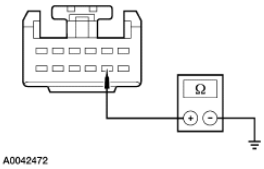
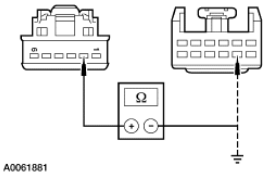
Possible Causes

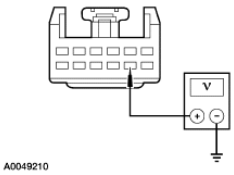
A passenger heated seat that does not operate in high can be caused by:

- wiring, terminals, or connectors.
- a faulty heated seat switch.
- a faulty heated seat module.

PINPOINT TEST P: THE RIGHT REAR HEATED SEAT IS INOPERATIVE DOES NOT OPERATE IN HIGH

Test Step	Result / Action to Take
P1 CHECK THE HEATED SEAT SWITCH INPUT TO THE HEATED SEAT MODULE	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the	**Yes** INSTALL a new heated seat module. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No**

restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Disconnect: Right Rear Heated Seat Module C3163. • Measure the resistance between right rear heated seat module C3163-8, circuit 8-HC21 (WH/GN), harness side and ground while pressing the heated seat switch.  A0042472 • **Is the resistance less than 50 ohms when the heated seat switch is pressed and greater than 10,000 ohms when the heated seat switch is not pressed?**	GO to P2 .
P2 CHECK CIRCUIT 8-HC21 (WH/GN) FOR OPEN OR SHORT TO GROUND	
• Disconnect: Right Rear Heated Seat Switch C822. • Measure the resistance between right rear heated seat switch C822-2, circuit 8-HC21 (WH/GN), harness side and right rear heated seat module C3163-8, circuit 8-HC21 (WH/GN), harness side; and between right rear heated seat switch C822-2, circuit 8-HC21 (WH/GN), harness side and ground.  A0061881 • **Is the resistance less than 1 ohm between the heated seat switch and the heated seat module and greater than 10,000 ohms between the heated seat switch and ground?**	**Yes** GO to P3 . **No** REPAIR circuit 8-HC21 (WH/GN). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
P3 CHECK CIRCUIT 8-HC21 (WH/GN) FOR SHORT TO VOLTAGE	

• Key in ON position. • Measure the voltage between the right rear heated seat module C3163-8, circuit 8-HC21 (WH/GN), harness side and ground.  • **Is voltage present?**	**Yes** REPAIR circuit 8-HC21 (WH/GN). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new heated seat switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test Q: The Right Rear Heated Seat Is Inoperative Does Not Operate In Low

Normal Operation

The heated seat switch uses circuit 10-HC18 (GY/OG) for the low setting input to the heated seat module.

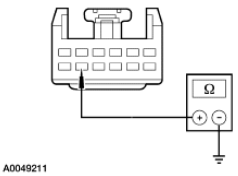
Possible Causes

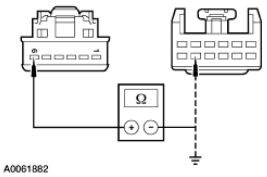
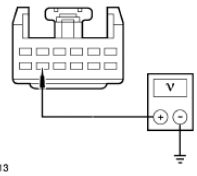
A passenger heated seat that does not operate in low can be caused by:

- wiring, terminals, or connectors.
- a faulty heated seat switch.
- a faulty heated seat module.

PINPOINT TEST Q: THE RIGHT REAR HEATED SEAT IS INOPERATIVE DOES NOT OPERATE IN LOW

Test Step	Result / Action to Take
Q1 CHECK THE HEATED SEAT SWITCH INPUT TO THE HEATED SEAT MODULE	

⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Disconnect: Right Rear Heated Seat Module C3163. • Measure the resistance between right rear heated seat module C3163-11, circuit 10-HC21 (GY/OG), harness side and ground while pressing the heated seat switch.  A0049211 • **Is the resistance less than 50 ohms when the heated seat switch is pressed and greater than 10,000 ohms when the heated seat switch is not pressed?**	**Yes** INSTALL a new heated seat module. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to Q2 .
Q2 CHECK CIRCUIT 10-HC21 (GY/OG) FOR OPEN OR SHORT TO GROUND	
• Disconnect: Right Rear Heated Seat Switch C822. • Measure the resistance between right rear heated seat switch C822-6, circuit 10-HC21 (GY/OG), harness side and right rear heated seat module C3163-11, circuit 10-HC21 (GY/OG), harness side; and between right rear heated seat switch C822-6, circuit 10-HC21 (GY/OG), harness	**Yes** GO to Q3 . **No** REPAIR circuit 10-HC21 (GY/OG).

side and ground.  A0061882 • **Is the resistance less than 1 ohm between the heated seat switch and the heated seat module and greater than 10,000 ohms between the heated seat switch and ground?**	TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
Q3 CHECK CIRCUIT 10-HC21 (GY/OG) FOR SHORT TO VOLTAGE	
• Key in ON position. • Measure the voltage between the right rear heated seat module C3163-11, circuit 10-HC21 (GY/OG), harness side and ground.  A0049213 • **Is voltage present?**	**Yes** REPAIR circuit 10-HC21 (GY/OG). TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new heated seat switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test R: The Power Lumbar Is Inoperative Driver

Normal Operation

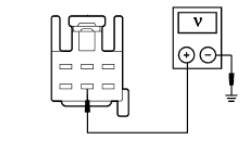
The power lumbar operation is incorporated into the power seat switch. The driver power seat switch is powered by battery voltage on circuit 30-AH40 (RD/GN) and is supplied ground on circuit 31-AH40 (BK/GN). When the lumbar knob of the power seat switch is pressed, voltage and ground are supplied to the power lumbar motor. When pressing the lumbar knob in the opposite direction, the power seat switch reverses the polarity to the power lumbar motor, which moves the lumbar mechanism in the opposite direction.

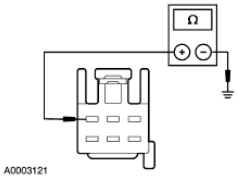
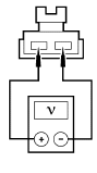
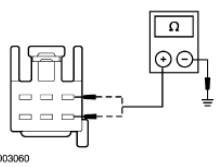
Possible Causes

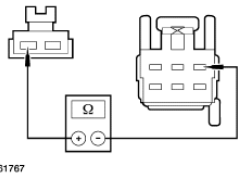
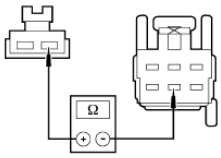
An inoperative driver power lumbar can be caused by:

- wiring, terminals, or connectors.
- a faulty seat control switch.
- a faulty power lumbar motor assembly.

PINPOINT TEST R: THE POWER LUMBAR IS INOPERATIVE DRIVER

Test Step	Result / Action to Take
R1 CHECK CIRCUIT 30-AH40 (RD/GN) FOR AN OPEN	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Disconnect: Driver Seat Lumbar Control Switch C361. • Key in ON position. • Measure the voltage between the driver seat lumbar control switch C361-5, circuit 30-AH40 (RD/GN), harness side and ground.  A0003120 • **Is the voltage greater than 10 volts?**	**Yes** GO to R2 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

R2 CHECK CIRCUIT 31-AH40 (BK/GN) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between driver seat lumbar control switch C361-3, circuit 31-AH40 (BK/GN), harness side and ground.  A0003121 • **Is the resistance less than 5 ohms?**	**Yes** GO to R3 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
R3 CHECK THE DRIVER SEAT LUMBAR MOTOR	
• Connect: Driver Seat Lumbar Control Switch C361. • Disconnect: Driver Seat Lumbar Motor C366. • Measure the voltage between driver seat lumbar motor C366-2, circuit 32-AH39 (WH/BU), harness side and driver seat lumbar motor C366-1, circuit 33-AH39 (YE/BU), harness side.  A0061766 • Operate the driver seat lumbar control switch in both directions. • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new driver seat lumbar motor. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to R4 .
R4 CHECK CIRCUIT 32-AH39 (WH/BU) AND 33-AH39 (YE/BU) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: Driver Seat Lumbar Control Switch C361. • Measure the resistance between driver seat lumbar control switch C361-1, circuit 32-AH39 (WH/BU), harness side and ground; and between driver seat lumbar control switch C361-4, circuit 33-AH39 (YE/BU), harness side and ground.  A0003060 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to R5 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
R5 CHECK CIRCUIT 32-AH39 (WH/BU) FOR AN OPEN	

• Measure the resistance between driver seat lumbar control switch C361-1, circuit 32-AH39 (WH/BU), harness side and driver seat lumbar motor C366-2, circuit 32-AH39 (WH/BU), harness side.  A0061767 • **Is the resistance less than 5 ohms?**	**Yes** GO to R6 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
R6 CHECK CIRCUIT 33-AH39 (YE/BU) FOR AN OPEN	
• Measure the resistance between driver seat lumbar control switch C361-4, circuit 33-AH39 (YE/BU), harness side and driver seat lumbar motor C366-1, circuit 33-AH39 (YE/BU), harness side.  A0061768 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new driver seat lumbar control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test S: The Power Lumbar Is Inoperative Passenger

Normal Operation

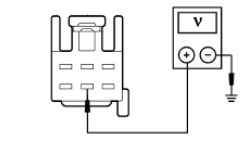
The power lumbar operation is incorporated into the power seat switch. The passenger power seat switch is powered by battery voltage on circuit 30-AH46 (RD) and is supplied ground on circuit 31-AH46 (BK). When the lumbar knob of the power seat switch is pressed, voltage and ground are supplied to the power lumbar motor. When pressing the lumbar knob in the opposite direction, the power seat switch reverses the polarity to the power lumbar motor, which moves the lumbar mechanism in the opposite direction.

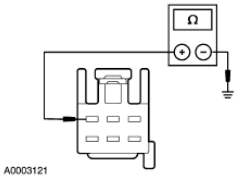
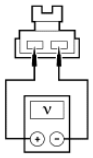
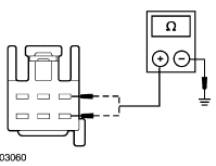
Possible Causes

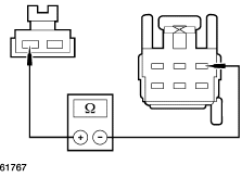
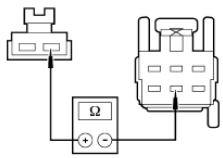
An inoperative passenger power lumbar can be caused by:

- wiring, terminals, or connectors.
- a faulty seat control switch.
- a faulty power lumbar motor assembly.

PINPOINT TEST S: THE POWER LUMBAR IS INOPERATIVE PASSENGER

Test Step	Result / Action to Take
S1 CHECK CIRCUIT 30-AH46 (RD) FOR AN OPEN	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in OFF position. • Disconnect: Passenger Seat Lumbar Control Switch C331. • Key in ON position. • Measure the voltage between the passenger seat lumbar control switch C331-5, circuit 30-AH46 (RD), harness side and ground.  A0003120 • **Is the voltage greater than 10 volts?**	**Yes** GO to S2 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

S2 CHECK CIRCUIT 31-AH46 (BK) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between passenger seat lumbar control switch C331-3, circuit 31-AH46 (BK), harness side and ground.  A0003121 • **Is the resistance less than 5 ohms?**	**Yes** GO to S3 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
S3 CHECK THE PASSENGER SEAT LUMBAR MOTOR	
• Connect: Passenger Seat Lumbar Control Switch C331. • Disconnect: Passenger Seat Lumbar Motor C336. • Measure the voltage between passenger seat lumbar motor C336-2, circuit 32-AH23 (WH/BU), harness side and passenger seat lumbar motor C336-1, circuit 33-AH23 (YE/BU), harness side.  A0061766 • Operate the passenger seat lumbar control switch in both directions. • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new driver seat lumbar motor. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to S4 .
S4 CHECK CIRCUIT 32-AH45 (WH/BU) AND 33-AH45 (YE/BU) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: Passenger Seat Lumbar Control Switch C331. • Measure the resistance between passenger seat lumbar control switch C331-1, circuit 32-AH45 (WH/BU), harness side and ground; and between passenger seat lumbar control switch C331-4, circuit 33-AH45 (YE/BU), harness side and ground.  A0003060	**Yes** GO to S5 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System

• **Are the resistances greater than 10,000 ohms?**	(SRS) Deactivation and Reactivation in this section.
S5 CHECK CIRCUIT 32-AH45 (WH/BU) FOR AN OPEN	
• Measure the resistance between passenger seat lumbar control switch C331-1, circuit 32-AH45 (WH/BU), harness side and passenger seat lumbar motor C336-2, circuit 32-AH45 (WH/BU), harness side.  A0061767 • **Is the resistance less than 5 ohms?**	**Yes** GO to S6 . **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
S6 CHECK CIRCUIT 33-AH45 (YE/BU) FOR AN OPEN	
• Measure the resistance between passenger seat lumbar control switch C331-4, circuit 33-AH45 (YE/BU), harness side and passenger seat lumbar motor C336-1, circuit 33-AH45 (YE/BU), harness side.  A0061768 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new passenger seat lumbar control switch. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REPAIR the circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test T: DTC B1676 Battery Pack Voltage Out Of Range

Normal Operation

The DSM is powered by battery voltage from circuit 29-AH35 (OG/YE) and 30-AH80 (RD) and is supplied ground on circuit 31-AH80 (BK).

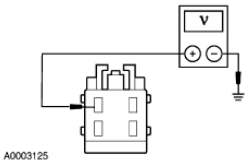
Possible Causes

DTC B1676 battery pack voltage out of range can be caused by:

- a faulty DSM.

PINPOINT TEST T: DTC B1676 BATTERY PACK VOLTAGE OUT OF RANGE

Test Step	Result / Action to Take
T1 CHECK FOR VOLTAGE AT THE DSM	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Disconnect: DSM C341b. • Key in ON position.	**Yes** CLEAR the DTC. REPEAT the DSM self-test. If DTC B1676 is retrieved, INSTALL a new DSM. REFER to Section 418-00 . REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** REFER to Section 414-00 for battery and charging system repair.

• Measure the voltage between DSM C341b-4, circuit 30-AH80 (RD), harness side and ground.  • **Is the voltage between 11.5 and 16 volts?**	

Pinpoint Test U: DTC B1358 Ignition Switch Or Blower Electronics Circuit Short To Ground/DTC B2521 Tach Circuit Failure

Normal Operation

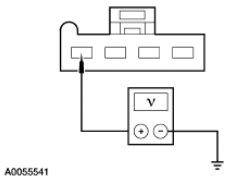
The climate controlled seat module (CCSM) provides voltage on circuit 8-FA18 (WH/BK) and ground on circuit 31S-FA18 (BK/RD) to operate the climate controlled seat blower fan. The CCSM also supplies voltage on circuit 20S-FA18 (PK/OG) that is used by the climate controlled seat blower fan to provide a feedback voltage to the CCSM indicating climate controlled seat blower fan speed.

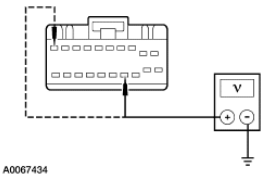
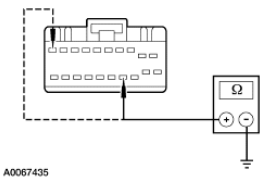
Possible Causes

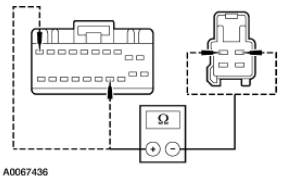
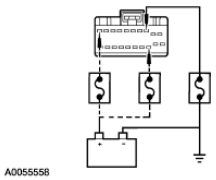
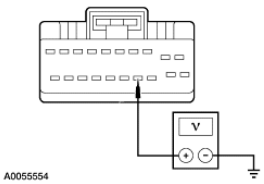
- wiring, terminals, or connectors.
- CCSM.
- climate controlled seat blower fan.

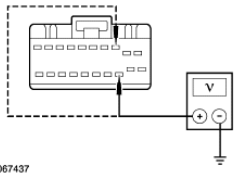
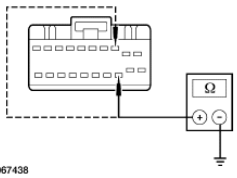
PINPOINT TEST U: DTC B1358 IGNITION SWITCH OR BLOWER ELECTRONICS CIRCUIT SHORT TO GROUND/DTC B2521 TACH CIRCUIT FAILURE

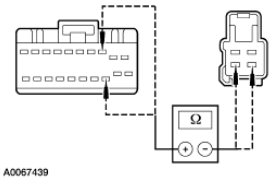
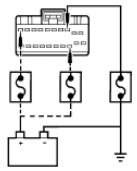
Test Step	Result / Action to Take
U1 CHECK CIRCUIT 30-HC21 (RD/GN) OR CIRCUIT 30-HC22 (RD/YE)	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:**	**Yes** GO to U2 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Disconnect: Driver CCSM C3031a or Passenger CCSM C3036a. • Key in ON position. • Measure the voltage between driver CCSM C3031a-4, circuit 30-HC21 (RD/GN) (or passenger CCSM C3036a-4, circuit 30-HC22 [RD/YE]), harness side and ground.  • **Is the voltage greater than 10 volts?**	
U2 CHECK THE FAN MOTOR RPM INPUT	
• Key in OFF position. • Connect: Driver CCSM C3031a or Passenger CCSM C3036a. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: CCSM Active Command Menu TURN BLOWER FULL POWER. • **NOTE:** After the active command FULL BLOW is commanded to the ON state, the climate controlled seat blower fan will operate for 15 seconds then turn off. • **NOTE:** The CCSM is not the source of the fault if the active command mode is operational. • Monitor the PID BLWRRPM while commanding the FULL BLOW active command ON then OFF. • **Does the PID value change when the climate controlled seat blower fan was commanded ON and OFF?**	**Yes** CHECK for causes of the intermittent fault. INSPECT the connectors, terminals and wiring. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS) REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to U3 .

U3 VERIFY THE CLIMATE CONTROLLED SEAT BLOWER FAN OPERATION	
• **NOTE:** After the active command FULL BLOW is commanded to the ON state, the climate controlled seat blower fan will operate for 15 seconds then turn off. • **NOTE:** The CCSM is not the source of the fault if the active command mode is operational. • Command the FULL BLOW active command ON then OFF and note the climate controlled seat blower fan operation. • **Does the climate controlled seat blower fan operate?**	**Yes** GO to U4 . **No** GO to U8 .
U4 CHECK CIRCUIT 10-FA18 (GY/BK) AND CIRCUIT 20S-FA18 (PK/OG) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Driver CCSM C3031b or Passenger CCSM C3036b. • Disconnect: Driver Climate Controlled Seat Blower Fan C3033 or Passenger Climate Controlled Seat Blower Fan C3038. • Key in ON position. • Measure the voltage between driver CCSM C3031b-10 (or passenger CCSM C3036b-10), circuit 20S-FA18 (PK/OG), harness side and ground; and between driver CCSM C3031b-14 (or passenger CCSM C3036b-14), circuit 10-FA18 (GY/BK), harness side and ground.  A0067434 • **Are the voltages less than 0.2 volt?**	**Yes** GO to U5 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
U5 CHECK CIRCUIT 10-FA18 (GY/BK) AND CIRCUIT 20S-FA18 (PK/OG) FOR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between driver CCSM C3031b-10 (or passenger CCSM C3036b-10), circuit 20S-FA18 (PK/OG), harness side and ground; and between driver CCSM C3031b-14 (or passenger CCSM C3036b-14), circuit 10-FA18 (GY/BK), harness side and ground.  A0067435 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to U6 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
U6 CHECK CIRCUIT 10-FA18 (GY/BK) AND CIRCUIT 20S-FA18 (PK/OG) FOR AN OPEN	

• Measure the resistance between driver CCSM C3031b-10 (or passenger CCSM C3036b-10), circuit 20S-FA18 (PK/OG), harness side and driver climate controlled seat blower fan C3033-1 (or passenger climate controlled seat blower fan C3038-1), circuit 20S-FA18 (PK/OG), harness side; and between driver CCSM C3031b-14 (or passenger CCSM C3036b-14), circuit 10-FA18 (GY/BK), harness side and driver climate controlled seat blower fan C3033-2 (or passenger climate controlled seat blower fan C3038-2), circuit 10-FA18 (GY/BK), harness side.  A0067436 • **Are the resistances less than 5 ohms?**	**Yes** GO to U7 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
U7 CHECK THE CLIMATE CONTROLLED SEAT BLOWER FAN OUTPUT	
• Connect: Driver Climate Controlled Seat Blower Fan C3033 or Passenger Climate Controlled Seat Blower Fan C3038. • Connect fused (5A) jumper leads between driver CCSM C3031a (or passenger CCSM C3036a) as follows: ♦ Driver CCSM C3031b-10 (or passenger CCSM C3036b-10), circuit 20S-FA18 (PK/OG), harness side and battery positive. ♦ Driver CCSM C3031b-13 (or passenger CCSM C3036b-13), circuit 8-FA18 (WH/BK), harness side and battery positive. ♦ Driver CCSM C3031b-3 (or passenger CCSM C3036b-3), circuit 31S-FA18 (BK/RD), harness side and ground.  A0055558 • Measure the voltage between driver CCSM C3031b-14 (or passenger CCSM C3036b-14), circuit 10-FA18 (GY/BK), harness side and ground.  A0055554 • **Is voltage present?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new climate controlled seat blower fan. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
U8 CHECK CIRCUIT 31S-FA18 (BK/RD) AND CIRCUIT 8-FA18 (WH/BK) FOR A SHORT TO VOLTAGE	

• Key in OFF position. • Disconnect: Driver CCSM C3031b or Passenger CCSM C3036b. • Disconnect: Driver Climate Controlled Seat Blower Fan C3033 or Passenger Climate Controlled Seat Blower Fan C3038. • Key in ON position. • Measure the voltage between driver CCSM C3031b-3 (or passenger CCSM C3036b-3), circuit 31S-FA18 (BK/RD), harness side and ground; and between driver CCSM C3031b-13 (or passenger CCSM C3036b-13), circuit 8-FA18 (WH/BK), harness side and ground.  A0067437 • **Are the voltages less than 0.2 volt?**	**Yes** GO to U9 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
U9 CHECK CIRCUIT 31S-FA18 (BK/RD) AND CIRCUIT 8-FA18 (WH/BK) FOR A SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between driver CCSM C3031b-3 (or passenger CCSM C3036b-3), circuit 31S-FA18 (BK/RD), harness side and ground; and between driver CCSM C3031b-13 (or passenger CCSM C3036b-13), circuit 8-FA18 (WH/BK), harness side and ground.  A0067438 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to U10 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
U10 CHECK CIRCUIT 31S-FA18 (BK/RD) AND CIRCUIT 8-FA18 (WH/BK) FOR AN OPEN	
• Measure the resistance between driver CCSM C3031b-3 (or passenger CCSM C3036b-3), circuit 31S-FA18 (BK/RD), harness side and driver climate controlled seat blower fan C3033-4 (or passenger climate controlled seat blower fan C3038-4), circuit 31S-FA18 (RD/BK), harness side; and between driver CCSM C3031b-13 (or passenger CCSM C3036b-13), circuit 8-FA18 (WH/BK), harness side and driver climate controlled seat blower fan C3033-3 (or passenger climate controlled seat blower fan C3038-3), circuit 8-FA18 (WH/BK), harness side.	**Yes** GO to U11 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation

 A0067439 • **Are the resistances less than 5 ohms?**	and Reactivation in this section.
U11 CHECK THE CLIMATE CONTROLLED BLOWER FAN OPERATION	
• Connect: Driver Climate Controlled Seat Blower Fan C3033 or Passenger Climate Controlled Seat Blower Fan C3038. • Connect fused (5A) jumper leads between driver CCSM C3031b (or passenger CCSM C3036b) as follows: ♦ Driver CCSM C3031b-10 (or passenger CCSM C3036b-10), circuit 20S-FA18 (PK/OG), harness side and battery positive. ♦ Driver CCSM C3031b-13 (or passenger CCSM C3036b-13), circuit 8-FA18 (WH/BK), harness side and battery positive. ♦ Driver CCSM C3031b-3 (or passenger CCSM C3036b-3), circuit 31S-FA18 (BK/RD), harness side and ground.  A0055558 • **Does the climate controlled seat blower fan operate?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new climate controlled seat blower fan. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test V: DTC B2729 Cushion Over-Temp Detected/DTC B2730 Back Over-Temp Detected/DTC B2731 Differential Temperature Fault Driver Seat

Normal Operation

Each thermo-electric device (TED) contains an internal temperature sensor (thermistor) that is used by the climate controlled seat module (CCSM) to monitor the temperature of each (TED). Based on the temperature of a TED, the internal sensor resistance will vary the voltage on circuit 8-HC23 (WH/BK) (seat cushion TED) and circuit 8-HC16 (WH/RD) (backrest TED).

Possible Causes

An over-temp or differential temperature fault can be caused by:

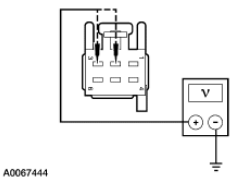
- wiring, terminals, or connectors.
- damaged, restricted, or disconnected air ducts.
- worn, damaged, or incorrectly installed foam wedge, cushion foam, or seat cushion trim cover.
- airflow leaks.
- collapsed airflow channels in the seat cushion foam.
- incorrect installation of a TED.
- TED.
- CCSM.

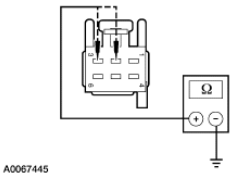
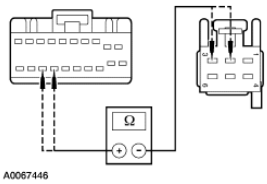
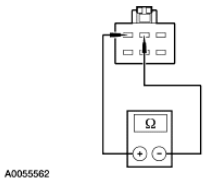
PINPOINT TEST V: DTC B2729 CUSHION OVER-TEMP DETECTED/DTC B2730 BACK OVER-TEMP DETECTED/DTC B2731 DIFFERENTIAL TEMPERATURE FAULT DRIVER SEAT

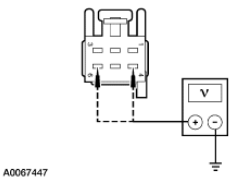
Test Step	Result / Action to Take
NOTE: The presence of over-temp faults (DTCs B2729 and B2730) can be induced by incorrect operation of the climate controlled seat system after an initial HEAT setting has been attained. If a HEAT setting is repeatedly turned OFF and ON in an attempt to increase the seat temperature, an over-temp condition can result and the DTC(s) will be set.	
V1 CHECK THE SEAT CUSHION TED EXHAUST NOZZLE FOR WASTE AIRFLOW	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position.	**Yes** GO to V4 . **No** GO to V2 .

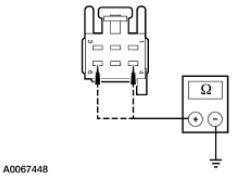
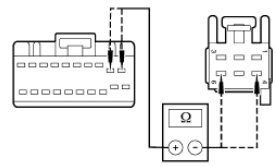
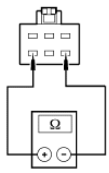
• Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in ON position. • Set both front seats to LOW COOL (one LED illuminated) at the dual automatic temperature control (DATC) module. • Check for air exhausting from the seat cushion TED exhaust nozzle and compare it to the air exhausting from the opposite seat. • **Is air exhausting from the seat cushion TED exhaust nozzle comparable to the air exhausting from the opposite seat?**	
V2 INSPECT THE SEAT CUSHION DUCTS	
• Key in OFF position. • Inspect the seat cushion ducts for damaged, restricted, or disconnected ducts. • **Are any duct(s) damaged, restricted, or disconnected?**	**Yes** REPAIR or INSTALL new duct(s) as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to V3 .
V3 INSPECT THE SEAT CUSHION TED FOR CORRECT INSTALLATION	
• Inspect the TED for correct installation to the seat cushion. • **Is the seat cushion TED correctly installed?**	**Yes** REMOVE the seat and the seat cushion trim cover. INSPECT for a worn, damaged, or incorrectly installed foam wedge, cushion foam, or seat cushion trim cover. INSPECT for collapsed airflow channels in the seat cushion foam. REPAIR or INSTALL a new foam wedge, seat cushion foam, or seat cushion trim cover as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL the seat cushion TED correctly. CLEAR the

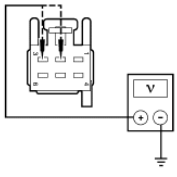
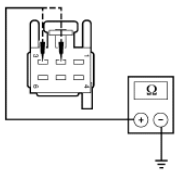
	DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V4 CHECK THE SEAT BACKREST TED EXHAUST NOZZLE FOR WASTE AIRFLOW	
• Set both front seats to LOW COOL (one LED illuminated) at the dual automatic temperature control (DATC) module. • Check for air exhausting from the seat backrest TED exhaust nozzle and compare it to the air exhausting from the opposite seat. • **Is air exhausting from the seat backrest TED exhaust nozzle comparable to the air exhausting from the opposite seat?**	**Yes** GO to V7 . **No** GO to V5 .
V5 INSPECT THE SEAT BACKREST DUCTS	
• Inspect the seat backrest ducts for damaged, restricted, or disconnected ducts. • **Are any duct(s) damaged, restricted, or disconnected?**	**Yes** REPAIR or INSTALL new duct(s) as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to V6 .
V6 INSPECT THE SEAT BACKREST TED FOR CORRECT INSTALLATION	
• Inspect the TED for correct installation to the seat cushion. • **Is the seat backrest TED correctly installed?**	**Yes** REMOVE the seat and the seat backrest trim cover. INSPECT for a worn, damaged, or incorrectly installed foam wedge, backrest foam, or seat backrest trim cover. INSPECT for collapsed airflow channels in the seat backrest foam. REPAIR or INSTALL a new foam wedge, seat backrest foam, or seat backrest trim cover as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to

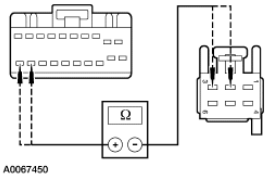
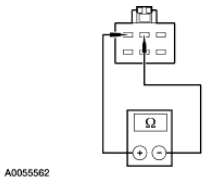
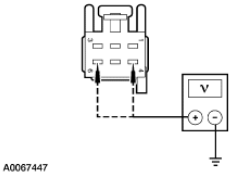
	Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL the seat backrest TED correctly. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V7 CHECK THE SEAT CUSHION AND SEAT BACKREST TEMPERATURE PIDS	
• Enter the following diagnostic mode on the diagnostic tool: CCSM Active Command Menu TED HEAT MODE. • **NOTE:** After the active command TED HEAT is commanded to the ON state, the climate controlled seat TED will operate for 15 seconds then turn off. • **NOTE:** The CCSM is not the source of the fault if the active command mode is operational. • Monitor PIDs CSHTEMP and BK_TEMP while commanding the TED HEAT active command ON. • **Is either PID greater than 185° F (85° C)?**	**Yes** If PID CSHTEMP is greater than 185° F (85° C), GO to V8 . If PID BK_TEMP is greater than 185° F (85° C), GO to V17 . **No** GO to V12 .
V8 CHECK THE SEAT CUSHION TED TEMPERATURE SENSOR CIRCUITS 8-HC23 (WH/BK) AND 9-HC23 (BN/YE) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Driver Seat Cushion TED C3035. • Disconnect: Driver CCSM C3031b. • Key in ON position. • Measure the voltage between driver seat cushion TED C3035-3, circuit 8-HC23 (WH/BK), harness side and ground; and between driver seat cushion TED C3035-2, circuit 9-HC23 (BN/YE), harness side and ground.  A0067444 • **Are the voltages less than 0.2 volt?**	**Yes** GO to V9 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V9 CHECK THE SEAT CUSHION TED TEMPERATURE SENSOR CIRCUITS 8-HC23 (WH/BK) AND 9-HC23 (BN/YE) FOR A SHORT TO GROUND	

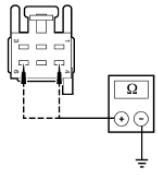
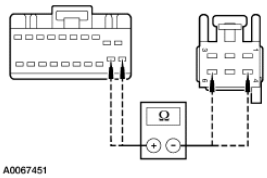
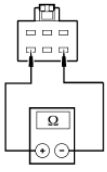
• Key in OFF position. • Measure the resistance between driver seat cushion TED C3035-3, circuit 8-HC23 (WH/BK), harness side and ground; and between driver seat cushion TED C3035-2, circuit 9-HC23 (BN/YE), harness side and ground.  A0067445 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to V10 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V10 CHECK THE SEAT CUSHION TED TEMPERATURE SENSOR CIRCUITS 8-HC23 (WH/BK) AND 9-HC23 (BN/YE) FOR AN OPEN	
• Measure the resistance between driver seat cushion TED C3035-3, circuit 8-HC23 (WH/BK), harness side and driver CCSM C3031b-18, circuit 8-HC23 (WH/BK), harness side; and between driver seat cushion TED C3035-2, circuit 9-HC23 (BN/YE), harness side and driver CCSM C3031b-17, circuit 9-HC23 (BN/YE), harness side.  A0067446 • **Are the resistances less than 5 ohms?**	**Yes** GO to V11 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V11 CHECK THE SEAT CUSHION TEMPERATURE SENSOR	
• Measure the resistance between the seat cushion TED pin 3 and pin 2, component side.  A0055562 • **Is the resistance greater than 1,000 ohms?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat cushion TED. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to

	Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V12 CHECK THE SEAT CUSHION AND SEAT BACKREST TEMPERATURE PIDS	
• Enter the following diagnostic mode on the diagnostic tool: CCSM Active Command Menu TED HEAT MODE. • **NOTE:** After the active command TED HEAT is commanded to the ON state, the climate controlled seat TED will operate for 15 seconds then turn off. • **NOTE:** The CCSM is not the source of the fault if the active command mode is operational. • Monitor PIDs CSHTEMP and BK_TEMP while commanding the TED HEAT active command ON. • **Did the PID values change?**	**Yes** REPAIR the climate controlled seat for airflow leaks. INSPECT the fan, TEDs, ducts, foam wedges, foam pads, trim covers and their connection points and REPAIR as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** If PID CSHTEMP does not change, GO to V13 . If PID BK_TEMP does not change, GO to V21 .
V13 CHECK THE SEAT CUSHION TED HEATING ELEMENT CIRCUITS 31S-HC17 (BK/OG) AND 20S-HC17 (PK) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Driver Seat Cushion TED C3035. • Disconnect: Driver CCSM C3031b. • Key in ON position. • Measure the voltage between driver seat cushion TED C3035-4, circuit 31S-HC17 (BK/OG), harness side and ground; and between driver seat cushion TED C3035-6, circuit 20S-HC17 (PK), harness side and ground.  A0067447 • **Are the voltages less than 0.2 volt?**	**Yes** GO to V14 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V14 CHECK THE SEAT CUSHION TED HEATING ELEMENT CIRCUITS 31S-HC17 (BK/OG) AND 20S-HC17 (PK) FOR A SHORT TO GROUND	

• Key in OFF position. • Measure the resistance between driver seat cushion TED C3035-4, circuit 31S-HC17 (BK/OG), harness side and ground; and between driver seat cushion TED C3035-6, circuit 20S-HC17 (PK), harness side and ground.  A0067448 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to V15 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V15 CHECK THE SEAT CUSHION TED HEATING ELEMENT CIRCUITS 31S-HC17 (BK/OG) AND 20S-HC17 (PK) FOR AN OPEN	
• Measure the resistance between driver seat cushion TED C3035-4, circuit 31S-HC17 (BK/OG), harness side and driver CCSM C3031b-2, circuit 31S-HC17 (BK/OG), harness side; and between driver seat cushion TED C3035-6, circuit 20S-HC17 (PK), harness side and driver CCSM C3031b-1, circuit 20S-HC17 (PK), harness side.  A0067449 • **Are the resistances less than 5 ohms?**	**Yes** GO to V16 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V16 CHECK THE SEAT CUSHION TED	
• Measure the resistance between the seat cushion TED pin 4 and pin 6, component side.  A0055566 • **Is the resistance greater than 1,000 ohms?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat cushion TED. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to

	Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V17 CHECK THE SEAT BACKREST TED TEMPERATURE SENSOR CIRCUITS 8-HC16 (WH/RD) AND 9-HC16 (BN/RD) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Driver Seat Backrest TED C3034. • Disconnect: Driver CCSM C3031b. • Key in ON position. • Measure the voltage between driver seat backrest TED C3034-3, circuit 8-HC16 (WH/RD), harness side and ground; and between driver seat backrest TED C3034-2, circuit 9-HC16 (BN/RD), harness side and ground.  A0067444 • **Are the voltages less than 0.2 volt?**	**Yes** GO to V18 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V18 CHECK THE SEAT BACKREST TED TEMPERATURE SENSOR CIRCUITS 8-HC16 (WH/RD) AND 9-HC16 (BN/RD) FOR A SHORT TO GROUND	
• Measure the resistance between driver seat backrest TED C3034-3, circuit 8-HC16 (WH/RD), harness side and ground; and between driver seat backrest TED C3034-2, circuit 9-HC16 (BN/RD), harness side and ground.  A0067445 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to V19 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V19 CHECK THE SEAT BACKREST TED TEMPERATURE SENSOR CIRCUITS 8-HC16 (WH/RD) AND 9-HC16 (BN/RD) FOR AN OPEN	
• Measure the resistance between driver seat backrest TED C3034-3, circuit 8-HC16 (WH/RD), harness side and driver CCSM C3031b-19, circuit 8-HC16 (WH/RD), harness side; and between driver seat backrest TED C3034-2, circuit 9-HC16 (BN/RD), harness side and driver CCSM C3031b-20, circuit 9-HC16 (BN/RD), harness side.	**Yes** GO to V20 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint

 A0067450 • **Are the resistances less than 5 ohms?**	system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V20 CHECK THE SEAT BACKREST TEMPERATURE SENSOR	
• Measure the resistance between the seat backrest TED pin 2 and pin 3, component side.  A0055562 • **Is the resistance greater than 1,000 ohms?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat backrest TED. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V21 CHECK THE SEAT BACKREST TED HEATING ELEMENT CIRCUITS 31S-HC16 (BK/BU) AND 20S-HC16 (PK/BU) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Driver Seat Backrest TED C3034. • Disconnect: Driver CCSM C3031b. • Key in ON position. • Measure the voltage between driver seat backrest TED C3034-4, circuit 31S-HC16 (BK/BU), harness side and ground; and between driver seat backrest TED C3034-6, circuit 20S-HC16 (PK/BU), harness side and ground.  A0067447 • **Are the voltages less than 0.2 volt?**	**Yes** GO to V22 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

V22 CHECK THE SEAT BACKREST TED HEATING ELEMENT CIRCUITS 31S-HC16 (BK/BU) AND 20S-HC16 (PK/BU) FOR A SHORT TO GROUND	
• Measure the resistance between driver seat backrest TED C3034-4, circuit 31S-HC16 (BK/BU), harness side and ground; and between driver seat backrest TED C3034-6, circuit 20S-HC16 (PK/BU), harness side and ground.  A0067448 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to V23 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V23 CHECK THE SEAT BACKREST TED HEATING ELEMENT CIRCUITS 31S-HC16 (BK/BU) AND 20S-HC16 (PK/BU) FOR AN OPEN	
• Measure the resistance between driver seat backrest TED C3034-4, circuit 31S-HC16 (BK/BU), harness side and driver CCSM C3031b-12, circuit 31S-HC16 (BK/BU), harness side; and between driver seat backrest TED C3034-6, circuit 20S-HC16 (PK/BU), harness side and driver CCSM C3031b-11, circuit 20S-HC16 (PK/BU), harness side.  A0067451 • **Are the resistances less than 5 ohms?**	**Yes** GO to V24 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
V24 CHECK THE SEAT BACKREST TED	
• Measure the resistance between the seat backrest TED pin 4 and pin 6, component side.  A0055566 • **Is the resistance greater than 1,000 ohms?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat backrest TED. CLEAR the DTCs. REPEAT the self test.

	REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test W: DTC B2729 Cushion Over-Temp Detected/DTC B2730 Back Over-Temp Detected/DTC B2731 Differential Temperature Fault Passenger Seat

Normal Operation

Each thermo-electric device (TED) contains an internal temperature sensor (thermistor) that is used by the climate controlled seat module (CCSM) to monitor the temperature of each (TED). Based on the temperature of a TED, the internal sensor resistance will vary the voltage on circuit 8-HC24 (WH/RD) (seat cushion TED) and circuit 8-HC19 (WH/BK) (backrest TED).

Possible Causes

An over-temp or differential temperature fault can be caused by:

- wiring, terminals, or connectors.
- damaged, restricted, or disconnected air ducts.
- worn, damaged, or incorrectly installed foam wedge, cushion foam, or seat cushion trim cover.
- airflow leaks.
- collapsed airflow channels in the seat cushion foam.
- incorrect installation of a TED.
- TED.
- CCSM.

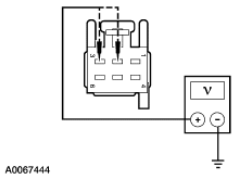
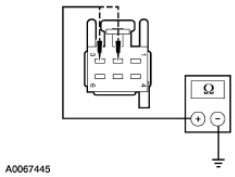
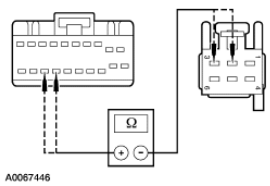
PINPOINT TEST W: DTC B2729 CUSHION OVER-TEMP DETECTED/DTC B2730 BACK OVER-TEMP DETECTED/DTC B2731 DIFFERENTIAL TEMPERATURE FAULT PASSENGER SEAT

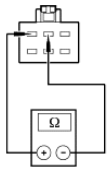
Test Step	Result / Action to Take
NOTE: The presence of over-temp faults (DTCs B2729 and B2730) can be induced by incorrect operation of the climate controlled seat system after an initial HEAT setting has been attained. If a HEAT setting is repeatedly turned OFF and ON in an attempt to increase the seat temperature, an over-temp condition can result and the DTC(s) will be set.	
W1 CHECK THE SEAT CUSHION TED EXHAUST NOZZLE FOR WASTE AIRFLOW	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if	**Yes** GO to W4 . **No** GO to W2 .

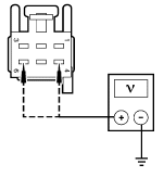
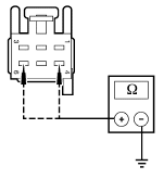
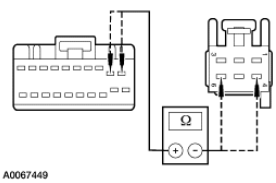
equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Key in ON position. • Set both front seats to the LOW COOL (one LED illuminated) at the dual automatic temperature control (DATC) module. • Check for air exhausting from the seat cushion TED exhaust nozzle and compare it to the air exhausting from the opposite seat. • **Is air exhausting from the seat cushion TED exhaust nozzle comparable to the air exhausting from the opposite seat?**	
W2 INSPECT THE SEAT CUSHION DUCTS	
• Key in OFF position. • Inspect the seat cushion ducts for damaged, restricted, or disconnected ducts. • **Are any duct(s) damaged, restricted, or disconnected?**	**Yes** REPAIR or INSTALL new duct(s) as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to W3 .
W3 INSPECT THE SEAT CUSHION TED FOR CORRECT INSTALLATION	
• Inspect the TED for correct installation to the seat cushion. • **Is the seat cushion TED correctly installed?**	**Yes** REMOVE the seat and the seat cushion trim cover. INSPECT for a worn, damaged, or incorrectly

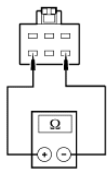
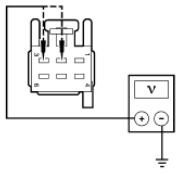
	installed foam wedge, cushion foam, or seat cushion trim cover. INSPECT for collapsed airflow channels in the seat cushion foam. REPAIR or INSTALL a new foam wedge, seat cushion foam, or seat cushion trim cover as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL the seat cushion TED correctly. CLEAR the DTCs. REPEAT the self test. Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W4 CHECK THE SEAT BACKREST TED EXHAUST NOZZLE FOR WASTE AIRFLOW	
• Set both front seats to LOW COOL (one LED illuminated) at the dual automatic temperature control (DATC) module. • Check for air exhausting from the seat backrest TED exhaust nozzle and compare it to the air exhausting from the opposite seat. • **Is air exhausting from the seat backrest TED exhaust nozzle comparable to the air exhausting from the opposite seat?**	**Yes** GO to W7 . **No** GO to W5 .
W5 INSPECT THE SEAT BACKREST DUCTS	
• Inspect the seat backrest ducts for damaged, restricted, or disconnected ducts. • **Are any duct(s) damaged, restricted, or disconnected?**	**Yes** REPAIR or INSTALL new duct(s) as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** GO to W6 .
W6 INSPECT THE SEAT BACKREST TED FOR CORRECT INSTALLATION	

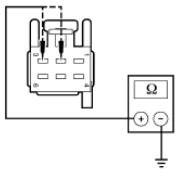
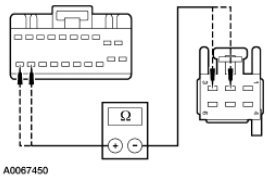
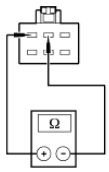
• Inspect the TED for correct installation to the seat cushion. • **Is the seat backrest TED correctly installed?**	**Yes** REMOVE the seat and the seat backrest trim cover. INSPECT for a worn, damaged, or incorrectly installed foam wedge, backrest foam, or seat backrest trim cover. INSPECT for collapsed airflow channels in the seat backrest foam. REPAIR or INSTALL a new foam wedge, seat backrest foam, or seat backrest trim cover as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL the seat backrest TED correctly. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W7 CHECK THE SEAT CUSHION AND SEAT BACKREST TEMPERATURE PIDS	
• Enter the following diagnostic mode on the diagnostic tool: CCSM Active Command Menu TED HEAT MODE. • **NOTE:** After the active command TED HEAT is commanded to the ON state, the climate controlled seat TED will operate for 15 seconds then turn off. • **NOTE:** The CCSM is not the source of the fault if the active command mode is operational. • Monitor PIDs CSHTEMP and BK_TEMP while commanding the TED HEAT active command ON. • **Is either PID greater than 185° F (85° C)?**	**Yes** If PID CSHTEMP is greater than 185° F (85° C), GO to W8 . If PID BK_TEMP is greater than 185° F (85° C), GO to W17 . **No** GO to W12 .
W8 CHECK THE SEAT CUSHION TED TEMPERATURE SENSOR CIRCUITS 8-HC24 (WH/RD) AND 9-HC24 (BN/RD) FOR A SHORT TO VOLTAGE	

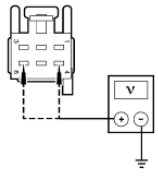
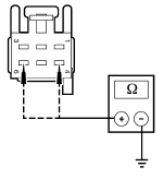
• Key in OFF position. • Disconnect: Passenger Seat Cushion TED C3040. • Disconnect: Passenger CCSM C3036b. • Key in ON position. • Measure the voltage between passenger seat cushion TED C3040-3, circuit 8-HC24 (WH/RD), harness side and ground; and between passenger seat cushion TED C3040-2, circuit 9-HC24 (BN/RD), harness side and ground.  A0067444 • **Are the voltages less than 0.2 volt?**	**Yes** GO to W9 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W9 CHECK THE SEAT CUSHION TED TEMPERATURE SENSOR CIRCUITS 8-HC24 (WH/RD) AND 9-HC24 (BN/RD) FOR A SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between passenger seat cushion TED C3040-3, circuit 8-HC24 (WH/RD), harness side and ground; and between passenger seat cushion TED C3040-2, circuit 9-HC24 (BN/RD), harness side and ground.  A0067445 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to W10 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W10 CHECK THE SEAT CUSHION TED TEMPERATURE SENSOR CIRCUITS 8-HC24 (WH/RD) AND 9-HC24 (BN/RD) FOR AN OPEN	
• Measure the resistance between passenger seat cushion TED C3040-3, circuit 8-HC24 (WH/RD), harness side and passenger CCSM C3036b-18, circuit 8-HC24 (WH/RD), harness side; and between passenger seat cushion TED C3040-2, circuit 9-HC24 (BN/RD), harness side and passenger CCSM C3036b-17, circuit 9-HC24 (BN/RD), harness side.  A0067446 • **Are the resistances less than 5 ohms?**	**Yes** GO to W11 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W11 CHECK THE SEAT CUSHION TEMPERATURE SENSOR	

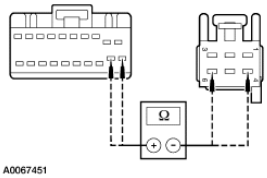
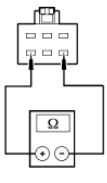
• Measure the resistance between the seat cushion TED pin 3 and pin 2, component side.  A0055562 • **Is the resistance greater than 1,000 ohms?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat cushion TED. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W12 CHECK THE SEAT CUSHION AND SEAT BACKREST TEMPERATURE PIDS	
• Enter the following diagnostic mode on the diagnostic tool: CCSM Active Command Menu TED HEAT MODE. • **NOTE:** After the active command TED HEAT is commanded to the ON state, the climate controlled seat TED will operate for 15 seconds then turn off. • **NOTE:** The CCSM is not the source of the fault if the active command mode is operational. • Monitor PIDs CSHTEMP and BK_TEMP while commanding the TED HEAT active command ON. • **Did the PID values change?**	**Yes** REPAIR the climate controlled seat for airflow leaks. INSPECT the fan, TEDs, ducts, foam wedges, foam pads, trim covers and their connection points and REPAIR as needed. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** If PID CSHTEMP does not change, GO to W13 . If PID BK_TEMP does not change, GO to W21 .
W13 CHECK THE SEAT CUSHION TED HEATING ELEMENT CIRCUITS 31S-HC20 (BK/WH) AND 20S-HC20 (PK/WH) FOR A SHORT TO VOLTAGE	

• Key in OFF position. • Disconnect: Passenger Seat Cushion TED C3040. • Disconnect: Passenger CCSM C3036b. • Key in ON position. • Measure the voltage between passenger seat cushion TED C3040-4, circuit 31S-HC20 (BK/WH), harness side and ground; and between passenger seat cushion TED C3040-6, circuit 20S-HC20 (PK/WH), harness side and ground.  A0067447 • **Are the voltages less than 0.2 volt?**	**Yes** GO to W14 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W14 CHECK THE SEAT CUSHION TED HEATING ELEMENT CIRCUITS 31S-HC20 (BK/WH) AND 20S-HC20 (PK/WH) FOR A SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between passenger seat cushion TED C3040-4, circuit 31S-HC20 (BK/WH), harness side and ground; and between passenger seat cushion TED C3040-6, circuit 20S-HC20 (PK/WH), harness side and ground.  A0067448 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to W15 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W15 CHECK THE SEAT CUSHION TED HEATING ELEMENT CIRCUITS 31S-HC20 (BK/WH) AND 20S-HC20 (PK/WH) FOR AN OPEN	
• Measure the resistance between passenger seat cushion TED C3040-4, circuit 31S-HC20 (BK/WH), harness side and passenger CCSM C3036b-2, circuit 31S-HC20 (BK/WH), harness side; and between passenger seat cushion TED C3040-6, circuit 20S-HC20 (PK/WH), harness side and passenger CCSM C3036b-1, circuit 20S-HC20 (PK/WH), harness side.  A0067449 • **Are the resistances less than 5 ohms?**	**Yes** GO to W16 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W16 CHECK THE SEAT CUSHION TED	

• Measure the resistance between the seat cushion TED pin 4 and pin 6, component side.  A0055566 • **Is the resistance greater than 1,000 ohms?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat cushion TED. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W17 CHECK THE SEAT BACKREST TED TEMPERATURE SENSOR CIRCUITS 8-HC19 (WH/BK) AND 9-HC19 (BN/YE) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Passenger Seat Backrest TED C3039. • Disconnect: Passenger CCSM C3036b. • Key in ON position. • Measure the voltage between passenger seat backrest TED C3039-3, circuit 8-HC19 (WH/BK), harness side and ground; and between passenger seat backrest TED C3039-2, circuit 9-HC19 (BN/YE), harness side and ground.  A0067444 • **Are the voltages less than 0.2 volt?**	**Yes** GO to W18 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W18 CHECK THE SEAT BACKREST TED TEMPERATURE SENSOR CIRCUITS 8-HC19 (WH/BK) AND 9-HC19 (BN/YE) FOR A SHORT TO GROUND	
• Measure the resistance between passenger seat backrest TED C3039-3, circuit 8-HC19 (WH/BK), harness side and ground; and between passenger seat backrest TED C3039-2, circuit 9-HC19 (BN/YE), harness side and ground.	**Yes** GO to W19 . **No** REPAIR the affected circuit(s). CLEAR the DTCs.

 A0067445 • **Are the resistances greater than 10,000 ohms?**	REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W19 CHECK THE SEAT BACKREST TED TEMPERATURE SENSOR CIRCUITS 8-HC19 (WH/BK) AND 9-HC19 (BN/YE) FOR AN OPEN	
• Measure the resistance between passenger seat backrest TED C3039-3, circuit 8-HC19 (WH/BK), harness side and passenger CCSM C3036b-19, circuit 8-HC19 (WH/BK), harness side; and between passenger seat backrest TED C3039-2, circuit 9-HC19 (BN/YE), harness side and passenger CCSM C3036b-20, circuit 9-HC19 (BN/YE), harness side.  A0067450 • **Are the resistances less than 5 ohms?**	**Yes** GO to W20 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W20 CHECK THE SEAT BACKREST TEMPERATURE SENSOR	
• Measure the resistance between the seat backrest TED pin 2 and pin 3, component side.  A0055562 • **Is the resistance greater than 1,000 ohms?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat backrest TED. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

W21 CHECK THE SEAT BACKREST TED HEATING ELEMENT CIRCUITS 31S-HC19 (BK/RD) AND 20S-HC19 (PK/OG) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Passenger Seat Backrest TED C3039. • Disconnect: Passenger CCSM C3036b. • Key in ON position. • Measure the voltage between passenger seat backrest TED C3039-4, circuit 31S-HC19 (BK/RD), harness side and ground; and between passenger seat backrest TED C3039-6, circuit 20S-HC19 (PK/OG), harness side and ground.  A0067447 • **Are the voltages less than 0.2 volt?**	**Yes** GO to W22 . **No** REPAIR the affected circuits. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W22 CHECK THE SEAT BACKREST TED HEATING ELEMENT CIRCUITS 31S-HC19 (BK/RD) AND 20S-HC19 (PK/OG) FOR A SHORT TO GROUND	
• Measure the resistance between passenger seat backrest TED C3039-4, circuit 31S-HC19 (BK/RD), harness side and ground; and between passenger seat backrest TED C3039-6, circuit 20S-HC19 (PK/OG), harness side and ground.  A0067448 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to W23 . **No** REPAIR the affected circuit(s). CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
W23 CHECK THE SEAT BACKREST TED HEATING ELEMENT CIRCUITS 31S-HC19 (BK/RD) AND 20S-HC19 (PK/OG) FOR AN OPEN	
• Measure the resistance between passenger seat backrest TED C3039-4, circuit 31S-HC19 (BK/RD), harness side and passenger CCSM C3036b-12, circuit 31S-HC19 (BK/RD), harness side; and between passenger seat backrest TED C3039-6, circuit 20S-HC19 (PK/OG), harness side and passenger CCSM C3036b-11, circuit 20S-HC19 (PK/OG), harness side.	**Yes** GO to W24 . **No** REPAIR the affected circuit. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

 A0067451 • **Are the resistances less than 5 ohms?**	
W24 CHECK THE SEAT BACKREST TED	
• Measure the resistance between the seat backrest TED pin 4 and pin 6, component side.  A0055566 • **Is the resistance greater than 1,000 ohms?**	**Yes** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new seat backrest TED. CLEAR the DTCs. REPEAT the self test. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Pinpoint Test X: A Single Climate Controlled Seat Does Not Operate/Does Not Operate Correctly

Normal Operation

The climate controlled seat module (CCSM) controls are incorporated into the dual automatic temperature control (DATC) module. The DATC module communicates with the CCSM via the UBP bus.

Possible Causes

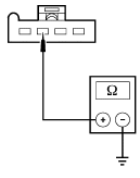
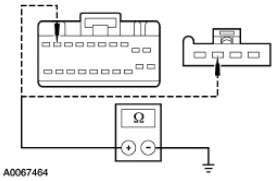
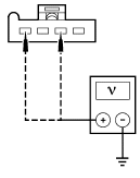
A climate controlled seat that does not operate or does not operate correctly can be caused by:

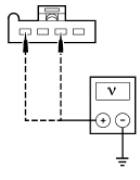
- wiring, terminals, or connectors.
- UBP network communication fault.
- DATC module.
- CCSM.

PINPOINT TEST X: A SINGLE CLIMATE CONTROLLED SEAT DOES NOT OPERATE/DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take

X1 CHECK FOR CCSM DTCS	
⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards. NOTE:** If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.** Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section. **NOTE:** Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors. **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** Diagnostics may be carried out on seat systems other than the side air bag or the safety belt buckle pretensioner system (lumbar, climate controlled, heated, power seat track) with the seat installed in the vehicle as long as the restraint system diagnostic tools are installed under the seats in the side air bag and safety belt buckle pretensioner to floor connectors. **NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the supplemental restraint system (SRS). Refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Were any DTCs retrieved?**	**Yes** GO to the Climate Controlled Seat Module (CCSM) Diagnostic Trouble Code (DTC) Index. **No** If the scan tool communicates with the CCSM, GO to X2 . If the scan tool does not communicate with the CCSM, GO to X3 .
X2 CHECK FOR DATC MODULE DTCS	
• Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Were any DTCs retrieved?**	**Yes** GO to Section 412-00 . **No** If the scan tool communicates with the DATC module, GO to X5 . If the scan tool does not communicate with the DATC module, GO to Section 418-00 to diagnose the module communications

	network concern.
X3 CHECK CIRCUIT 31-HC21 (BK/GN) OR CIRCUIT 31-HC22 (BK/YE)	
• Key in OFF position. • Disconnect: Driver CCSM C3031a or Passenger CCSM C3036a. • For a driver seat, measure the resistance between the driver CCSM C3031a-3, circuit 31-HC21 (BK/GN), harness side and ground.  A0067452 • **NOTE:** Passenger CCSM C3036b-9, circuit 31-HC22D (BK/YE) is used to identify the CCSM as the passenger side module. If a fault is present on circuit 31-HC22D (BK/YE), the passenger CCSM may operate when the driver CCSM operation is requested by the DATC module settings. • For a passenger seat, measure the resistance between the passenger CCSM C3036a-3, circuit 31-HC22 (BK/YE), harness side and ground; and between the passenger CCSM C3036b-9, circuit 31-HC22D (BK/YE), harness side and ground.  A0067464 • **Is the resistance less than 5 ohms?**	**Yes** GO to X4 . **No** REPAIR the affected circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
X4 CHECK THE CCSM VOLTAGE	
• Key in ON position. • For driver CCSM, measure the voltage between the driver CCSM C3031a-2, circuit 20-HC21 (PK/BK), harness side and ground; and between the driver CCSM C3031a-4, circuit 30-HC21 (RD/GN), harness side and ground.  A0067453 • For passenger CCSM, measure the voltage between the passenger CCSM C3036a-2, circuit 20S-HC22 (PK/YE), harness side and ground; and between the passenger CCSM C3036a-4, circuit 30-HC22 (RD/YE), harness side and ground.	**Yes** GO to Section 418-00 to diagnose the module communications network concern. **No** REPAIR the affected circuit. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

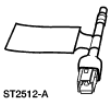
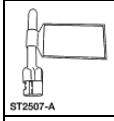
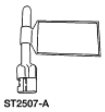
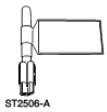
 • **Are the voltages greater than 10 volts?**	
X5 CHECK THE DATC MODULE-TO-CCSM COMMUNICATION	
• Key in OFF position. • Connect: Driver CCSM C3031a or Passenger CCSM C3036a. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: CCSM PID DATC STATE ENCODED SEAT MODE. • Monitor the CCSM PID DATC STATE ENCODED SEAT MODE with the DATC module placed in the following climate controlled seat settings: ♦ high heat (press HEAT button, three LEDs illuminated). ♦ medium heat (press HEAT button, two LEDs illuminated). ♦ low heat (press HEAT button, one LED illuminated). ♦ high cool (press COOL button, three LEDs illuminated). ♦ medium cool (press COOL button, two LEDs illuminated). ♦ low cool (press COOL button, one LED illuminated). ♦ AUTO mode (press COOL and HEAT buttons simultaneously, center LED only illuminated). • **Does the CCSM PID match the DATC module setting?**	**Yes** The climate controlled seat system is operating correctly. **No** GO to X6 .
X6 CHECK THE CCSM	
• Enter the following diagnostic mode on the diagnostic tool: CCSM Active Command THERMAL ELECTRIC DEVICE HEAT MODE. • Enter the following diagnostic mode on the diagnostic tool: CCSM PID DATC STATE ENCODED SEAT MODE. • **NOTE:** • **NOTE:** After the active command THERMAL ELECTRIC DEVICE HEAT MODE is commanded to the ON state, the TED will operate for 15 seconds then turn off. • **NOTE:** The CCSM is not the source of the fault if the active command mode is operational. • Monitor the CCSM PID DATC STATE ENCODED SEAT MODE while commanding the THERMAL ELECTRIC DEVICE HEAT MODE active command ON then OFF. • **Does the CCSM go into HEAT mode?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section. **No** INSTALL a new CCSM. CONFIGURE the CCSM. REFER to Section 418-00 . TEST the system for normal operation. REACTIVATE the supplemental restraint system (SRS). REFER to Supplemental Restraint System (SRS)

	Deactivation and Reactivation in this section.

Supplemental Restraint System (SRS) Deactivation and Reactivation

Printable View (635 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133 (014-R1076)
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Deactivation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Vehicle sensor orientation is critical for proper system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) is involved in a collision, inspect the sensor mounting bracket and wiring pigtail for deformation. Replace and properly position the sensor or any other damaged supplemental restraint system (SRS) components whether or not the air bag is deployed.

⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

NOTE: If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.**

NOTE: Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

All vehicles

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

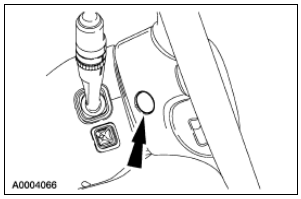
   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

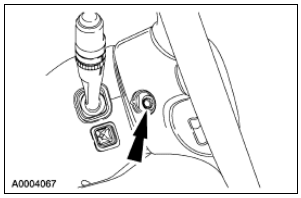
   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

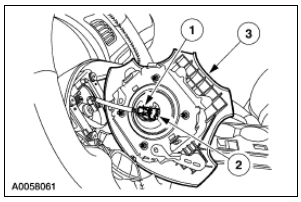
2. Remove the two steering wheel plugs (one shown).



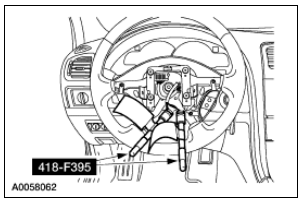
3. Remove the two driver air bag module bolts (one shown).



4. Disconnect and remove the driver air bag module.
    1. Squeeze the tabs and disconnect the driver air bag module electrical connector.
    2. Squeeze the tabs and disconnect the driver air bag module electrical connector.
    3. Remove the driver air bag module.



5. Attach the restraint system diagnostic tools to the clockspring electrical connectors at the top of the steering column.

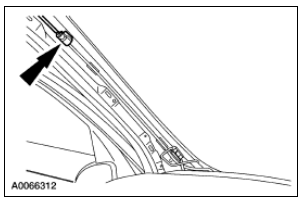


Vehicles with side air curtains

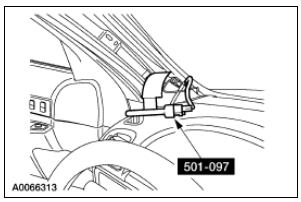
NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

6. Remove the A-pillar trim panel. For additional information, refer to Section 501-01 .

7. Disconnect the driver side air curtain module electrical connector.



8. Attach the restraint system diagnostic tool to the vehicle harness side of the driver side air curtain module electrical connector.



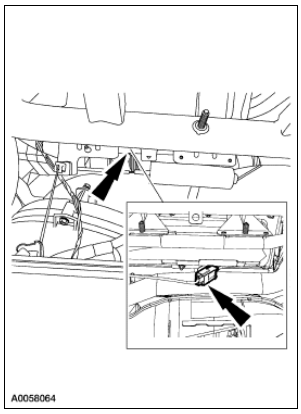
All vehicles

9. Remove the glove compartment. For additional information, refer to Section 501-01 .

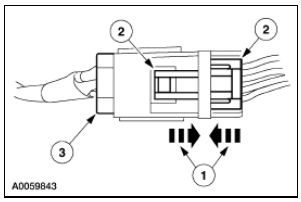
10. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

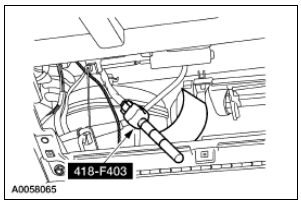
    Locate the passenger air bag module electrical connector.



11. Disconnect the passenger air bag module.
    1. Push the passenger air bag module electrical connector together.
    2. Push down, pivoting the electrical connector and release the electrical connector retainer.
    3. Pull out, disconnecting the vehicle harness end of the connector from the component end.



12. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger air bag module electrical connector.

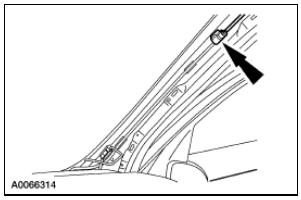


Vehicles with side air curtains

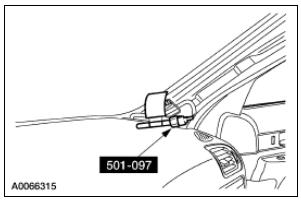
NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

13. Remove the A-pillar trim panel. For additional information, refer to Section 501-01

14. Disconnect the passenger side air curtain module electrical connector.



15. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger side air curtain module electrical connector.



All vehicles

16. Connect the battery ground cable. For additional information, refer to Section 414-00 .

17. Move and tilt the front seats to their highest and most forward position.

18. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

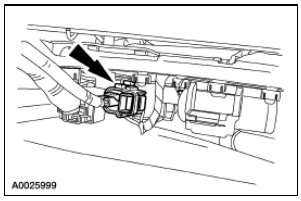
    The first row side impact sensors are located at or near the base of the B-pillars.

    The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

    To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

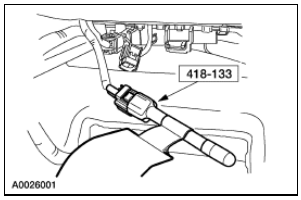
    Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

19. From under the passenger seat, release the tab and disconnect the passenger seat side air bag or passenger seat side thorax air bag electrical connector.



Vehicles without side air curtains

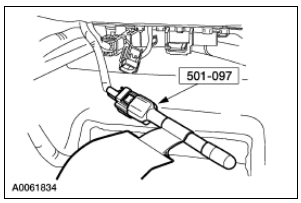
20. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger seat side air bag electrical connector.



Vehicles with side air curtains

NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

21. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger seat side thorax air bag electrical connector.

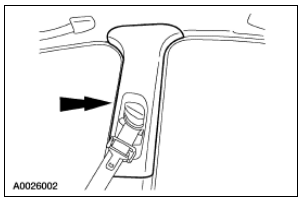


All vehicles

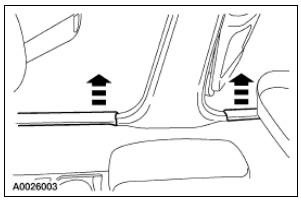
22. Remove the passenger side B-pillar weatherstripping.

23. Position the passenger side safety belt shoulder height adjuster to its highest point.

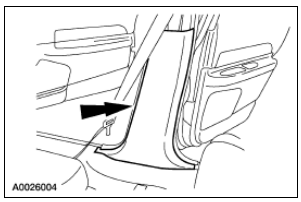
24. Detach the passenger side B-pillar trim panel.



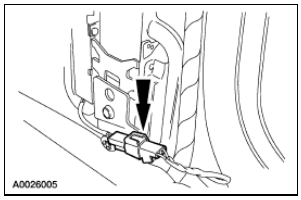
25. Remove the passenger side front and rear door scuff plates.



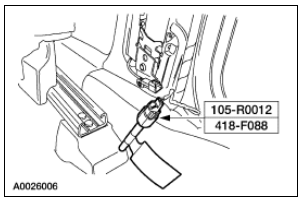
26. Remove the passenger side B-pillar lower trim panel.



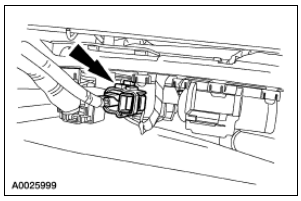
27. Disconnect the passenger side safety belt retractor pretensioner electrical connector.



28. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.

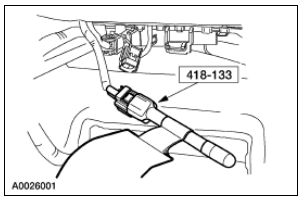


29. From under the driver seat, release the tab and disconnect the driver seat side air bag or driver seat side thorax air bag electrical connector.



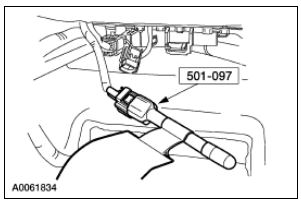
Vehicles without side air curtains

30. Attach the restraint system diagnostic tool to the vehicle harness side of the driver seat side air bag electrical connector.



Vehicles with side air curtains

31. Attach the restraint system diagnostic tool to the vehicle harness side of the driver seat side thorax air bag electrical connector.

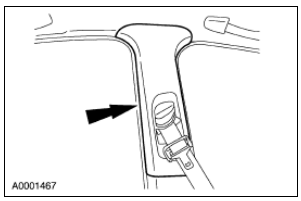


All vehicles

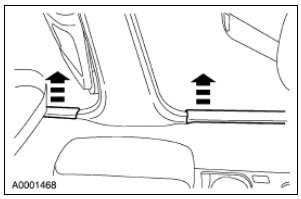
32. Remove the driver side B-pillar weatherstripping.

33. Position the driver side safety belt shoulder height adjuster to its highest point.

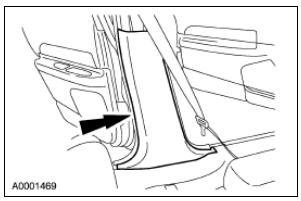
34. Detach the driver side B-pillar upper trim panel.



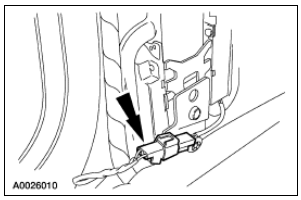
35. Remove the driver side front and rear door scuff plate.



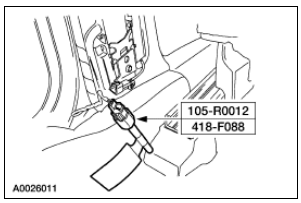
36. Remove the driver side B-pillar trim panel.



37. Disconnect the driver side safety belt retractor pretensioner electrical connector.



38. Attach the restraint system diagnostic tool to the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.



39. Connect the battery ground cable. For additional information, refer to Section 414-00 .

40. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B .

41. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Reactivation

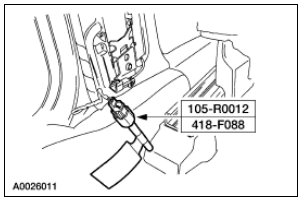
⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions,**

and notes at the beginning of the deactivation procedure.

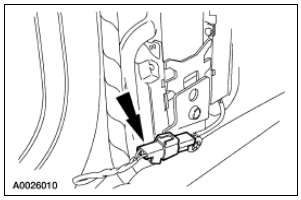
All vehicles

1. **NOTE:** Make sure the battery negative cable is still disconnected before proceeding with the reactivation procedure.

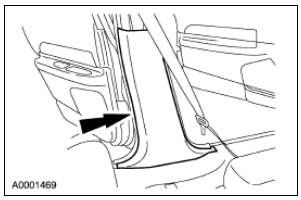
   Remove the restraint system diagnostic tool from the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.



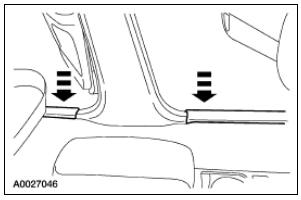
2. Connect the driver side safety belt retractor pretensioner electrical connector.



3. Install the driver side B-pillar lower trim panel.

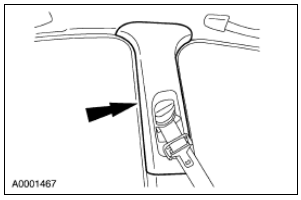


4. Install the driver side front and rear door scuff plates.



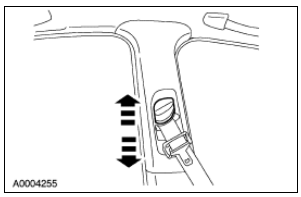
5. **NOTE:** Position the driver side safety belt shoulder height adjuster and B-pillar trim panel sliding panel to their highest point.

   Install the driver side B-pillar upper trim panel.



6. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks

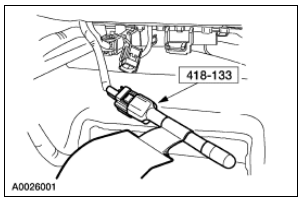
correctly in each position.



7. Install the driver side B-pillar weatherstripping.

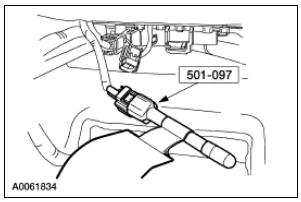
Vehicles without side air curtains

8. Remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side air bag electrical connector.



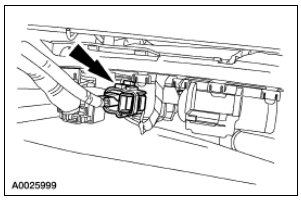
Vehicles with side air curtains

9. Remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side thorax air bag electrical connector.

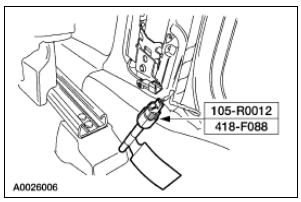


All vehicles

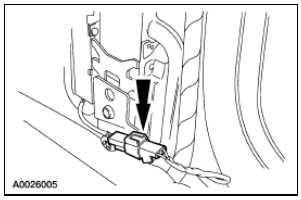
10. Connect the driver seat side air bag or driver seat side thorax air bag electrical connector.



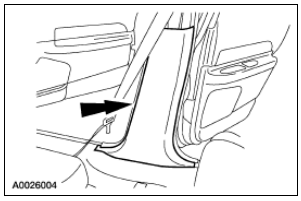
11. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.



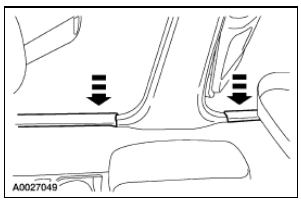
12. Connect the passenger side safety belt retractor pretensioner electrical connector.



13. Install the passenger side B-pillar lower trim panel.

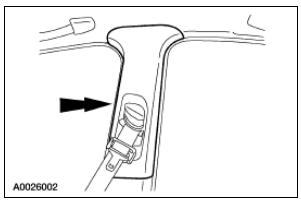


14. Install the passenger side front and rear door scuff plates.

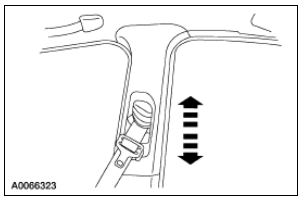


15. **NOTE:** Position the driver side safety belt shoulder height adjuster and B-pillar trim panel sliding panel to their highest point.

    Install the passenger side B-pillar upper trim panel.



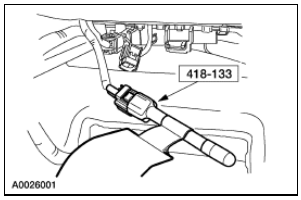
16. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks correctly in each position.



17. Install the passenger side B-pillar weatherstripping.

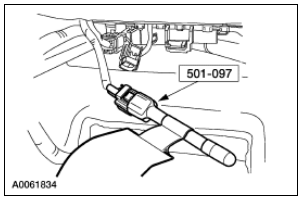
Vehicles without side air curtains

18. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger seat side air bag electrical connector.



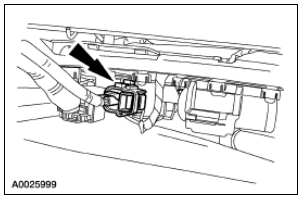
Vehicles with side air curtains

19. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger seat side thorax air bag electrical connector.



All vehicles

20. Connect the passenger seat side air bag or passenger seat side thorax air bag electrical connector.



21. Connect the battery ground cable. For additional information, refer to Section 414-00 .

22. Position the front seats rearward.

23. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

    The first row side impact sensors are located at or near the base of the B-pillars.

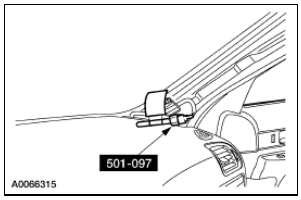
    The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

    To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

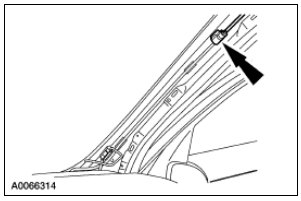
    Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Vehicles with side air curtains

24. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger side air curtain module electrical connector.



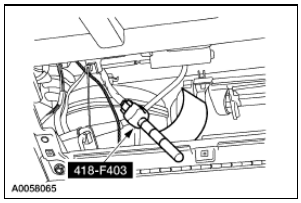
25. Connect the passenger side air curtain module electrical connector.



26. Install the A-pillar trim panel. For additional information, refer to Section 501-01 .

All vehicles

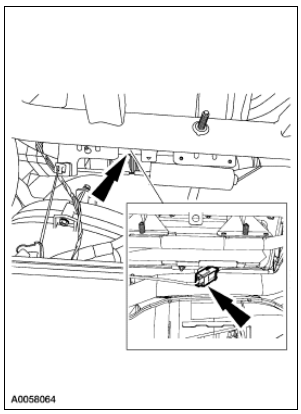
27. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger air bag module electrical connector.



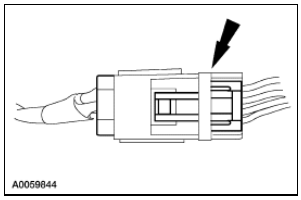
28. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

    Locate the passenger air bag module electrical connector.



29. Connect the passenger air bag module.

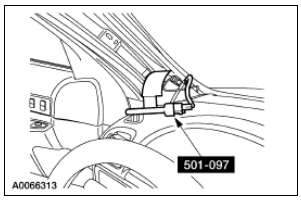


30. Install the glove compartment. For additional information, refer to Section 501-01 .

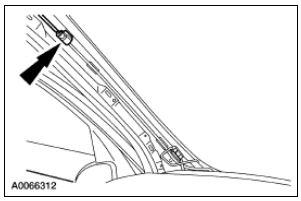
Vehicles with side air curtains

NOTE: If the headliner has the word "AIRBAG" embosed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

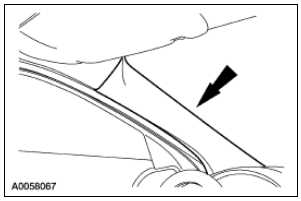
31. Remove the restraint system diagnostic tool from the vehicle harness side of the driver side air curtain module electrical connector.



32. Connect the driver side air curtain module electrical connector.

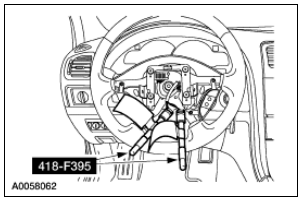


33. Install the A-pillar trim panel. For additional information, refer to Section 501-01 .



All vehicles

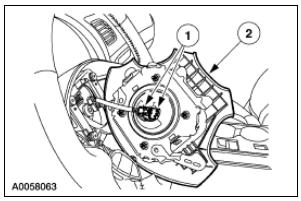
34. Remove the restraint system diagnostic tools from the clockspring electrical connectors at the top of the steering column.



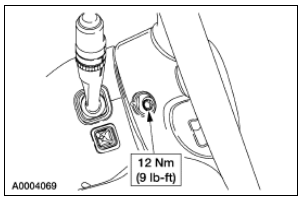
35. ⚠ **CAUTION: The clockspring electrical connectors are unique and cannot be reversed when connected to the driver air bag module. Match the electrical connector key to the keyway in the driver air bag module. Do not force the electrical connectors into the driver air bag module.**

Connect and position the driver air bag module.

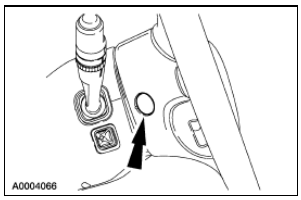
1. Connect the driver air bag module electrical connectors.
2. Position the driver air bag module to the steering wheel.



36. Install the two driver air bag module bolts (one shown).



37. Install the two steering wheel plugs (one shown).



38. Connect the battery ground cable. For additional information, refer to Section 414-00 .

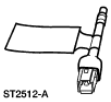
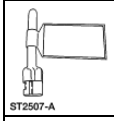
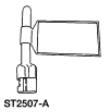
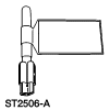
39. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B .

40. Check the active restraint system for correct operation. For additional information, refer to Section 501-20A .

Driver Seat Printable View (186 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ CAUTION: Do not handle or lift the seat by the inboard side shield or a torque tube (seat track motor cable and housing). Care must be taken when handling or lifting the seat to prevent damage.

NOTE: If a side air bag deployment took place, the seatback pad, trim cover and side air bag module must be replaced. The seatback frame should be replaced if necessary.

NOTE: Driver seat is shown, passenger seat is similar.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

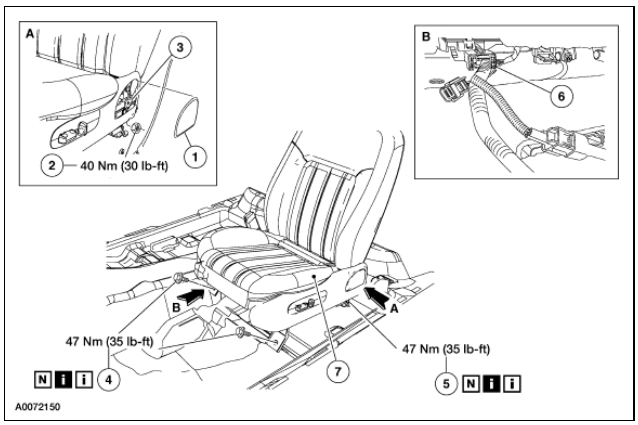
2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

3. Remove the components in the order listed in the following illustration and table.

4. **NOTE:** Make sure the battery negative cable is still disconnected before continuing with the installation portion of this procedure.

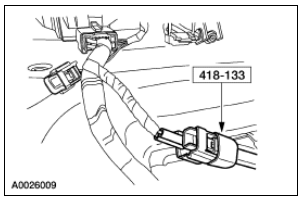
   To install, reverse the removal procedure.



Item	Part Number	Description
1	619C10	Safety belt anchor cover
2	N800937-S193	Safety belt anchor nut
3	611B08 RH/611B09 LH	Safety belt and anchor
4	W503942-S424	Front seat track-to-floor front fasteners Removal Note
4	W503942-S424	Front seat track-to-floor front fasteners Installation Note
5	W503942-S424	Front seat track-to-floor rear fasteners Removal Note
5	W503942-S424	Front seat track-to-floor rear fasteners Installation Note
6	14C719	Electrical disconnect

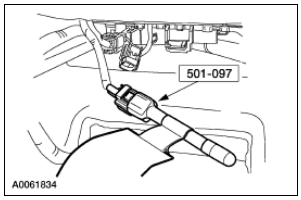
7	60005	Driver seat

5. For vehicles without side air curtains, remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side air bag electrical connector.



6. **NOTE:** If the headliner has the word "AIRBAG" embossed on it near each B-pillar , the vehicle is equipped with side air curtain modules.

   For vehicles with side air curtains, remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side thorax air bag electrical connector.



7. Connect the front seat restraint system electrical connector.

8. Connect the battery ground cable. For additional information, refer to Section 414-00 .

9. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the Diagnosis and Testing portion of this section.

10. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

11. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

    Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

12. Connect the battery ground cable. For additional information, refer to Section 414-00 .

13. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B in the Diagnosis and Testing portion of the section.

14. Check the active restraint system for correct operation. For additional information, refer to Section

501-20A .

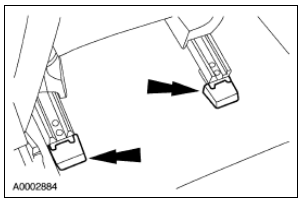
Item 4: Front Seat Track-to-Floor Front Fasteners Removal Note

1. **NOTE:** Original fasteners must be discarded and new service fasteners installed. Service fasteners can be reused.

   Remove the front seat fasteners and discard.

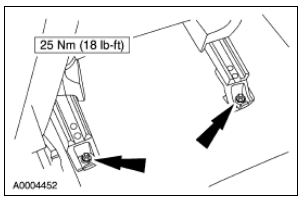
Item 5: Front Seat Track-to-Floor Rear Fasteners Removal Note

1. Connect the battery ground cable (14301). For additional information, refer to Section 414-00 .
2. Move the seat to the most forward position.
3. Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .
4. Remove the two seat track-to-floor covers.



5. **NOTE:** Original fasteners must be discarded and new service fasteners installed. Service fasteners can be reused.

   Remove the track-to-floor fasteners and discard.



Item 5: Front Seat Track-to-Floor Rear Fasteners Installation Note

1. **NOTE:** Original fasteners must be discarded and new service fasteners installed. Service fasteners can be reused.

   Install a new bolt and washer assembly W503942-S424.

Item 4: Front Seat Track-to-Floor Front Fasteners Installation Note

1. **NOTE:** Original fasteners must be discarded and new service fasteners installed. Service fasteners can be reused.

   Install a new bolt and washer assembly W503942-S424.

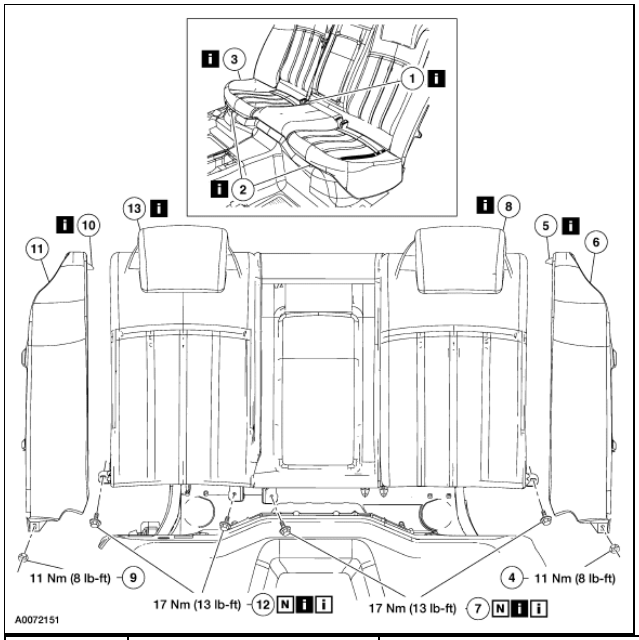
Rear Seat

Printable View (150 KB)

1. Remove the components in the order listed in the following illustration and table. To remove individual components, only carry out the listed steps:

Component	Steps
Rear seat cushion	1-3
Left side bolster	1-3, 4-6
60 percent seat backrest	1-3, 4-6, 7-8
Right side bolster	1-3, 9-11
40 percent seat backrest	1-3, 9-11, 12-13

2. To install, reverse the removal procedure.



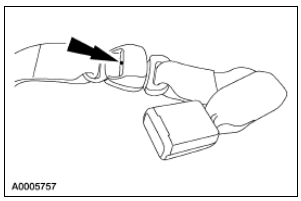
Item	Part Number	Description
1	600A38	Rear seat cushion mini-buckle Removal Note
2	101C24	Cushion release levers Removal Note
3	63804	Rear seat cushion Removal Note
4	N620482-S	Left side bolster nut
5	101C24	Left side bolster release lever Removal Note
6	66892	Left side bolster
7	W503942-S424	60 percent seat backrest fasteners Removal Note
7	W503942-S424	60 percent seat backrest fasteners Installation Note

8	66601	60 percent seat backrest Removal Note
9	N620482-S	Right side bolster nut
10	101C24	Right side bolster release lever Removal Note
11	66892	Right side bolster
12	W503942-S424	40 percent seat backrest fasteners Removal Note
12	W503942-S424	40 percent seat backrest fasteners Installation Note
13	66600	40 percent seat backrest Removal Note

3. Check the active restraint system for correct operation. For additional information, refer to Section 501-20A .

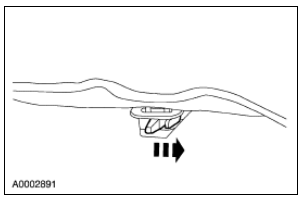
Item 1: Rear Seat Cushion Mini-Buckle Removal Note

1. Using a suitable tool, release the mini-buckle.



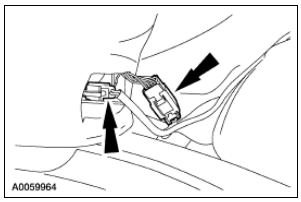
Item 2: Cushion Release Levers Removal Note

1. Release the two levers located at the lower outboard edges of the seat cushion, lift the cushion up and pull the cushion out.



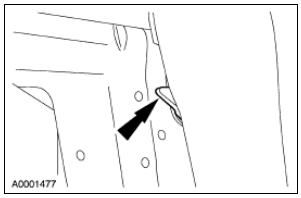
Item 3: Rear Seat Cushion Removal Note

1. Disconnect the heated seat electrical connectors at both outboard sides of the seat cushion (if equipped).



Item 5: Left Side Bolster Release Lever Removal Note

1. Pull down the lever to release the LH latch. Remove the left bolster.



Item 7: 60 Percent Seat Backrest Fasteners Removal Note

1. **NOTE:** Original fasteners must be discarded and new service fasteners installed. Service fasteners can be reused.

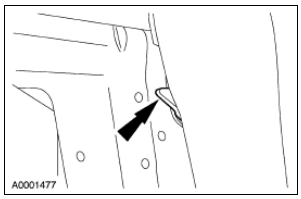
   Remove the rear seat backrest fasteners and discard.

Item 8: 60 Percent Seat Backrest Removal Note

1. From the luggage compartment, release the seat backrest.

Item 10: Right Side Bolster Release Lever Removal Note

1. Push up the lever to release the RH latch (left side shown). Remove the right bolster.



Item 12: 40 Percent Seat Backrest Fasteners Removal Note

1. **NOTE:** Original fasteners must be discarded and new service fasteners installed. Service fasteners can be reused.

   Remove the rear seat backrest fasteners and discard.

Item 13: 40 Percent Seat Backrest Removal Note

1. From the luggage compartment, release the seat backrest.

Item 12: 40 Precent Seat Backrest Fasteners Installation Note

1. **NOTE:** Original fasteners must be discarded and new service fasteners installed. Service fasteners can be reused.

   Install a new bolt and washer assembly W503942-S424.

Item 7: 60 Percent Seat Backrest Fasteners Installation Note

1. **NOTE:** Original fasteners must be discarded and new service fasteners installed. Service fasteners can be reused.

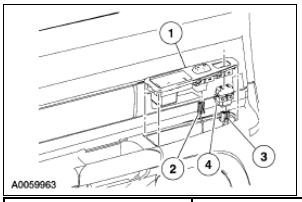
   Install a new bolt and washer assembly W503942-S424.

Heated Seat Switch Rear

Printable View (29 KB)

NOTE: Left side is shown, right side is similar.

1. Remove the components in the order listed in the following illustrations and table.
2. To install, reverse the removal procedure.

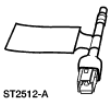
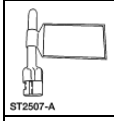
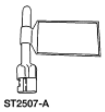
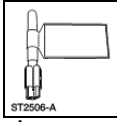


Item	Part Number	Description
1	14527	Bezel housing
2	14A005	Connector
3	14A005	Connector
4	14D695	Heated seat switch

Front Seat Cushion Driver

Printable View (207 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ CAUTION: Do not handle or lift the seat by the inboard side shield or a torque tube (seat track motor cable and housing). Care must be taken when handling or lifting the seat to prevent damage.

NOTE: If a side air bag deployment took place, the seatback pad, trim cover and side air bag module must be replaced. The seatback frame should be replaced if necessary.

NOTE: Driver seat is shown, passenger seat is similar.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

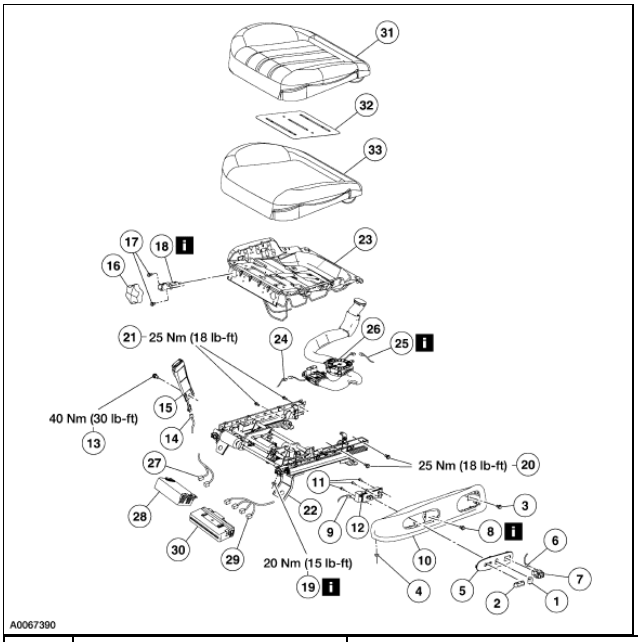
3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   Remove the driver seat. For additional information, refer to Driver Seat in this section.

4. Disassemble the components in the order listed in the following illustration and table. To remove individual components, carry out only the following steps:

Component	Steps
Front seat backrest	1-21
Front seat cushion trim cover	1-31
Safety belt buckle	13-15
Power seat switch	1-12
Power lumbar switch	1-7
Climate controlled seat module	27, 28
Memory seat module	29, 30
Seat track, power seat motors	1-22
Blower assembly, ventilation air-lower	1-26

5. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	14711	Power seat knob
2	14711	Power seat knob
3	56902-S	Side shield screw
4	56902-S	Side shield screw
5	14A706	Power seat switch bezel
6	14B719	Connector (if equipped)
7	14C723	Power lumbar switch (if equipped)
8	56902-S	Side shield screw Disassembly Note
9	14B719	Connector
10	62185	Side shield
11	56902-S	Seat control switch screws
12	14A701	Power seat switch
13	18495	Safety belt buckle bolt
14	14B719	Connector
15	61203	Safety belt buckle
16	610A76	Manual lumbar knob (if equipped)
17	14C719	Manual lumbar adjuster screws (if equipped)
18	61203	Manual lumbar adjuster (if equipped) Disassembly Note
19	N620482-S	Power seat track nut Disassembly Note
20	009560	Backrest-to-seat track bolt
21	009560	Backrest-to-seat track bolt
22	61701	Power seat track
23	60327	Seat cushion pan
24	14C719-LH, 14A699-RH	Connector (if equipped)

25	14C719-LH, 14A699-RH	Connector (if equipped) Disassembly Note
26	19N550	Blower assembly, ventilation air-lower
27	14C719-LH, 14A699-RH	Connector (if equipped)
28	14C724	Climate controlled seat module (if equipped)
29	14C719-LH, 14A699-RH	Connector (if equipped)
30	14C708	Memory seat module (if equipped)
31	62900	Cushion trim cover
32	19N550	Climate controlled seat cushion duct (if equipped)
33	632A22	Cushion foam pad

6. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   Install the passenger seat. For additional information, refer to Driver Seat in this section.

7. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

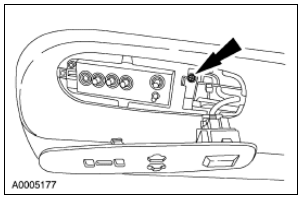
   Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

8. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B in the Diagnosis and Testing portion of the section.

Item 8: Side Shield Screw Disassembly Note

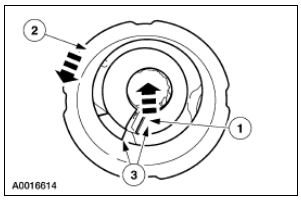
1. Remove the screw from behind the bezel.



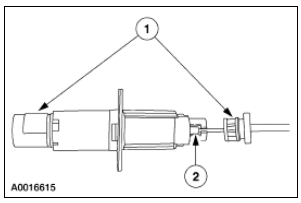
Item 18: Manual Lumbar Adjuster Disassembly Note

1. Release the manual lumbar adjustment screw.
   1. From inside the lumbar adjustment mechanism, push the screw stop in toward the center.
   2. While pushing the screw stop toward the center, rotate the lumbar adjustment mechanism counterclockwise.

3. The screw stop will pass clear of the internal stop, releasing the manual lumbar adjustment screw.



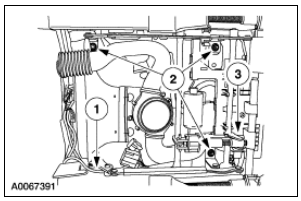
2. Remove the manual lumbar cable.
    1. Continue turning the manual lumbar mechanism counterclockwise until the cable support comes out.
    2. Push the screw out enough to remove the cable end.



3. Route the manual lumbar adjuster cable out from the seat cushion frame.

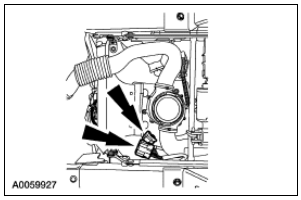
Item 19: Power Seat Track Nut Disassembly Note

1. Remove the seat track and the nuts.
    1. Detach the wire harness retainer from the seat track-to-cushion stud.
    2. Remove the four seat track-to-cushion nuts (three shown).
    3. Remove the seat track.



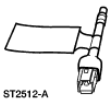
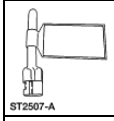
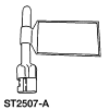
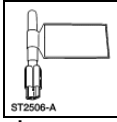
Item 25: Connector Disassembly Note

1. Separate the connectors from the seat cushion frame.



Front Seat Cushion Passenger Printable View (385 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

⚠ CAUTION: If replacing only the front passenger seat cushion trim cover, the occupant classification sensor must be rezeroed.

NOTE: Occupant classification sensor (OCS) system components (seat cushion foam pad, bladder with pressure sensor and electronic control unit [ECU]) are calibrated to each other and are serviced as an assembly. The OCS system components are not to be installed separately. If a new OCS system, OCS system component or seat cushion foam pad are needed, a new OCS system service kit (seat cushion foam pad, bladder with pressure sensor and electronic control unit) must be installed as an assembly.

NOTE: To identify between a production OCS system and a service OCS system (OCS service kit) inspect the ECU electrical connector. A production OCS system allows the disconnect of the ECU electrical connector. A service OCS system (OCS service kit) has the ECU electrical connector glued to the ECU, it cannot and should not be disconnected or altered.

NOTE: When installing a new occupant classification sensor (OCS) service kit, refer to Section 501-20B for the OCS service kit installation procedure.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

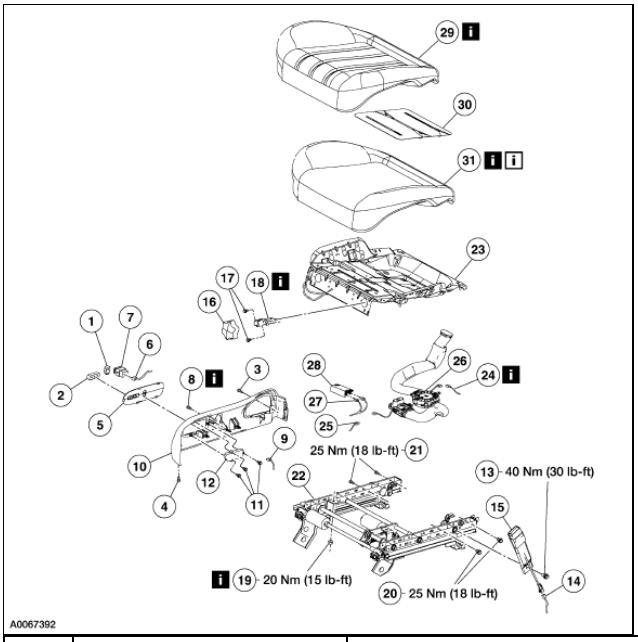
3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   Remove the passenger seat. For additional information, refer to Driver Seat in this section.

4. Disassemble the components in the order listed in the following illustration and table. To remove individual components, carry out only the following steps:

Component	Steps
Front seat backrest	1-21
Front seat cushion trim cover	1-29
Safety belt buckle	13-15
Power seat switch	1-12
Power lumbar switch	1-7
Climate controlled seat module	27, 28
Seat track, power seat motors	1-22
Blower assembly, ventilation air-lower	1-26

5. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	14711	Power seat knob
2	14711	Power seat knob
3	56902-S	Side shield screw
4	56902-S	Side shield screw
5	14A706	Power seat switch bezel
6	14B719	Connector (if equipped)
7	14C723	Power lumbar switch (if equipped)
8	56902-S	Side shield screw Disassembly Note
9	14B719	Connector
10	62185	Side shield
11	56902-S	Seat control switch screws
12	14A701	Power seat switch
13	18495	Safety belt buckle bolt
14	14B719	Connector
15	61203	Safety belt buckle
16	610A76	Manual lumbar knob (if equipped)
17	14C719	Manual lumbar adjuster screws (if equipped)
18	61203	Manual lumbar adjuster (if equipped) Disassembly Note
19	N620482-S	Power seat track nut Disassembly Note
20	009560	Backrest-to-seat track bolt
21	009560	Backrest-to-seat track bolt
22	61701	Power seat track
23	60327	Seat cushion pan
24	14C719-LH, 14A699-RH	Connector (if equipped) Disassembly Note

25	14C719-LH, 14A699-RH	Connector (if equipped)
26	19N550	Blower assembly, ventilation air-lower
27	14C719-LH, 14A699-RH	Connector (if equipped)
28	14C724	Climate controlled seat module (if equipped)
29	62900	Cushion trim cover Disassembly Note
30	19N550	Climate controlled seat cushion duct (if equipped)
31	603B02	Occupant Classification Sensor (OCS) Disassembly Note
31	603B02	Occupant Classification Sensor (OCS) Assembly Note

6. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   Install the passenger seat. For additional information, refer to Driver Seat in this section.

7. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

8. ⚠ **CAUTION: The following precautions must be taken before rezeroing of the OCS system:**

   - Make sure the OCS system components are connected and no faults are present.
   - Make sure the vehicle has not been exposed to temperatures below 6°C (42°F) or above 36°C (97°F) within four hours prior to the rezeroing process. If the vehicle has been exposed to temperatures outside the temperature limits (6-36°C [42-97°F]), the vehicle must be exposed to and kept at a temperature within the limits for a minimum of four hours.
   - Make sure nothing is present on the passenger seat before rezeroing and nothing is placed on the seat during the rezeroing process.
   - Make sure a minimum five second time period has passed after cycling the ignition switch ON before the rezeroing process.

   NOTE: It is necessary to rezero the OCS system when a front passenger seat cushion is disassembled, a new trim cover installed, or an OCS service kit is installed. A scan tool is used to trigger the active command to carry out rezeroing of the OCS system.

   NOTE: When using a New Generation Star (NGS) tester, the OCS system rezero function is on the Ford Service Function (red) card. To rezero the OCS system:

   - select SERVICE BAY FUNCTIONS
   - select RCM
   - select SYSTEM RESET
   - select the vehicle from the menu
   - view the on-screen information then press TRIGGER

The NGS screen will then display OCS RESET: REZERO. Press DONE (button 8) to rezero the OCS system. The NGS will return the vehicle menu once rezeroing of the OCS system is complete.

NOTE: To rezero the OCS system using the Worldwide Diagnostic System (WDS):

- select the Toolbox icon
- select Body from the menu
- select Restraints from the menu
- select Seat Weight Sensor ReZero

After selecting "Seat Weight Sensor ReZero, follow the on-screen prompts to carry out rezeroing of the OCS system.

NOTE: If the first attempt to rezero the OCS system is unsuccessful, a second attempt must be made.

Rezero the occupant classification sensor.

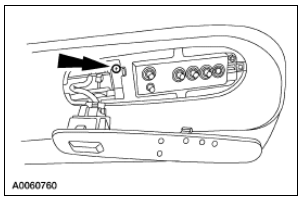
- With the front passenger seat empty, use a scan tool to trigger the active command and rezero the occupant classification sensor.

9. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B in the Diagnosis and Testing portion of the section.

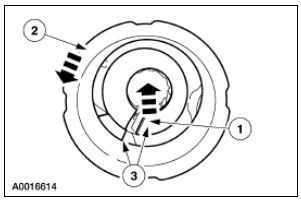
Item 8: Side Shield Screw Disassembly Note

1. Remove the screw from behind the bezel.



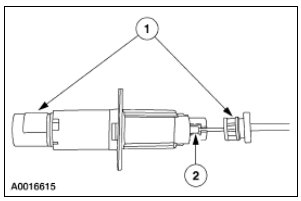
Item 18: Manual Lumbar Adjuster Disassembly Note

1. Release the manual lumbar adjustment screw.
   1. From inside the lumbar adjustment mechanism, push the screw stop in toward the center.
   2. While pushing the screw stop toward the center, rotate the lumbar adjustment mechanism counterclockwise.
   3. The screw stop will pass clear of the internal stop, releasing the manual lumbar adjustment screw.



2. Remove the manual lumbar cable.

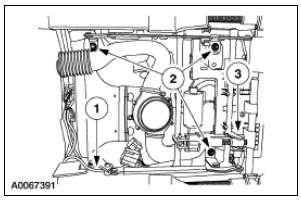
1. Continue turning the manual lumbar mechanism counterclockwise until the cable support comes out.
2. Push the screw out enough to remove the cable end.



3. Route the manual lumbar adjuster cable out from the seat cushion frame.

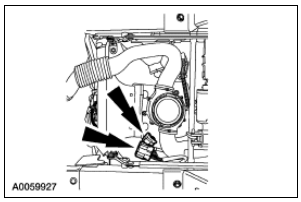
Item 19: Power Seat Track Nut Disassembly Note

1. Remove the seat track and the nuts.
    1. Detach the wire harness retainer from the seat track-to-cushion stud.
    2. Remove the four seat track-to-cushion nuts (three shown).
    3. Remove the seat track.



Item 24: Connector Disassembly Note

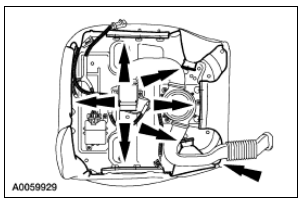
1. Separate the connectors from the seat cushion frame.



Item 29: Seat Cushion Trim Cover Disassembly Note

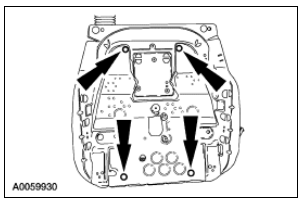
1. Remove the seat cushion frame, trim cover, foam pad and occupant classification sensor as an assembly.

2. Separate the seat cushion trim cover retainers.
    - Vehicles with an original equipment occupant classification sensor, remove the seat cushion trim cover retainers and separate the seat cushion pad and trim cover from the seat cushion frame.
    - Vehicles with a service part occupant classification sensor, remove the seat cushion trim cover retainers from the seat cushion frame.

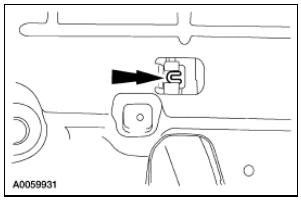


Item 31: Occupant Classification Sensor Disassembly Note

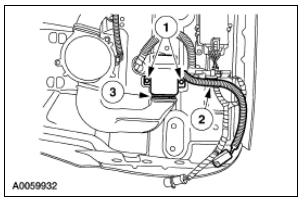
1. Vehicles with an original equipment occupant classification sensor, remove the pin-type retainers.



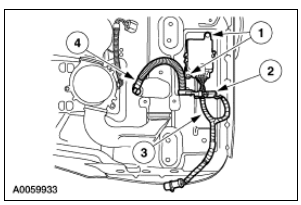
2. Releasing the pressure sensor retainer.
   - Vehicles with an original equipment occupant classification sensor, fold the bladder away and pry up, releasing the pressure sensor retainer.
   - Vehicles with a service part occupant classification sensor, fold the seat cushion pad and bladder away and pry up, releasing the pressure sensor retainer.



3. Remove the climate control components.
   1. Remove the screws.
   2. Separate the wire harness from the seat cushion pan.
   3. Separate the climate control duct and remove the assembly.



4. Remove the occupant classification sensor (OCS).
   1. Remove the screws.
   2. Separate the pressure sensor.
   3. Separate the wire harness from the seat cushion pan.
   4. Route the OCS components back through the seat cushion pan and remove the assembly.

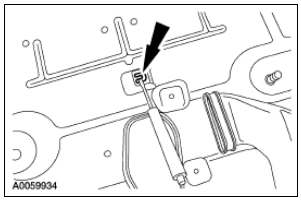


5. ⚠ **CAUTION: If replacing only the front passenger seat cushion trim cover, the occupant classification sensor must be rezeroed.**

   Separate the trim cover from the seat cushion pad.

Item 31: Occupant Classification Sensor Assembly Note

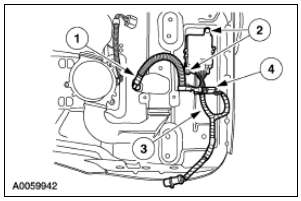
1. Bend the pressure sensor retaining tab back.



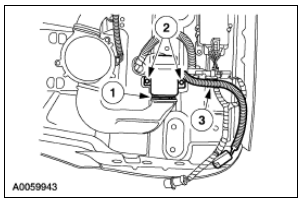
2. ⚠ **CAUTION: Inspect the occupant classification sensor assembly and seat cushion frame for any foreign objects before installing the occupant classification sensor assembly to the seat cushion frame. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

   Install the occupant classification sensor (OCS).

   1. Feed the OCS components back through the cushion pan opening.
   2. Position the electronic control unit and install the screws.
   3. Route the wire harness and install the pin-type retainers.
   4. Install the pressure sensor onto the bracket.

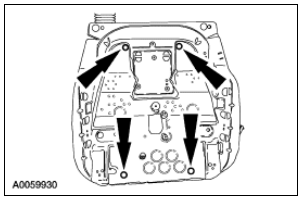


3. Install the climate control component.
   1. Position the climate control component into the duct and tie strap it in place.
   2. Install the screws.
   3. Route the wire harness and install the pin-type retainer to the seat cushion pan.



4. ⚠ **CAUTION: Inspect the occupant classification sensor assembly and seat cushion frame for any foreign objects before installing the occupant classification sensor assembly to the seat cushion frame. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

   Vehicles having the original occupant classification sensor installed, position the bladder and install the pin-type retainers.



5. ⚠ **CAUTION: Inspect the seat cushion pad and seat cushion trim cover for any foreign objects, before installing the seat trim cover to the seat cushion pad. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

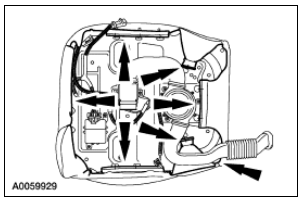
⚠ CAUTION: If replacing only the front passenger seat cushion trim cover, the occupant classification sensor must be rezeroed.

Install the cushion trim cover to the cushion foam pad.

6. **⚠ CAUTION: Inspect the seat cushion frame and seat cushion pad for any foreign objects before installing the cushion pad and trim cover assembly to the seat cushion frame. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

   Attach the seat cushion trim cover retainers to the seat cushion frame.

   - Vehicles having a service part occupant classification sensor installed, position the seat cushion trim cover with foam pad and OCS bladder to the seat cushion frame and attach the trim cover to the frame.
   - Vehicles having the original occupant classification sensor installed, position the seat cushion trim cover with foam pad to the seat cushion frame and attach the trim cover to the frame.



7. Rezero the occupant classification sensor. With the front passenger seat empty, use a scan tool to trigger the active command and rezero the occupant classification sensor.

Rear Seat Cushion

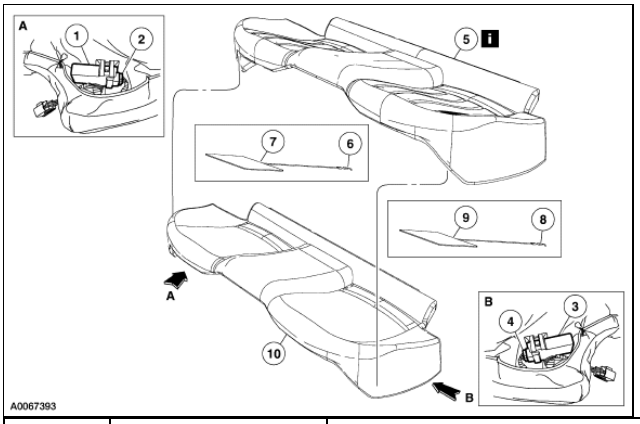
Printable View (77 KB)

1. Remove the rear seat cushion. For additional information, refer to Rear Seat in this section.

2. Disassemble the components in the order listed in the following illustration and table. To remove individual components, carry out only the following steps:

Component	Steps
Right heated seat module	1, 2
Left heated seat module	3, 4
Right heated seat cushion element	5, 6-7
Left heated seat cushion element	5, 8-9
Rear seat trim cover	5

3. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	14C724	Right heated seat module (if equipped)
2	19K315	Connector (if equipped)
3	14C724	Left heated seat module (if equipped)
4	19K315	Connector (if equipped)
5	63804	Cushion trim cover Disassembly Note
6	19K315	Connector (if equipped)
7	14D698	Cushion heater element (if equipped)
8	19K315	Connector (if equipped)
9	14D698	Cushion heater element (if equipped)
10	600A88	Cushion foam pad

Item 5: Cushion Trim Cover Disassembly Note

1. Remove all the outer seat cushion trim cover hog rings.

2. ⚠ **CAUTION: Use care when separating the seat upholstery from the hook and loop strip, or the hook and loop strip can be torn from the seat cushion foam pad.**

   Separate the hook and loop fasteners.

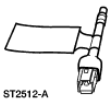
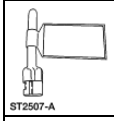
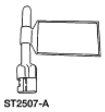
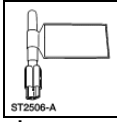
3. Remove all the inner seat cushion trim cover hog rings.

4. Remove the seat cushion trim cover.

Front Seat Backrest

Printable View (215 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Side air bag modules with damaged covers must be replaced.

⚠ CAUTION: Do not handle or lift the seat by the inboard side shield or a torque tube (seat track motor cable and housing). Care must be taken when handling or lifting the seat to prevent damage.

NOTE: If a side air bag deployment took place, the seatback pad, trim cover and side air bag module must be replaced. The seatback frame should be replaced if necessary.

NOTE: The driver seat is shown, the passenger seat is similar.

NOTE: A seat side air bag module is shown, a seat side thorax air bag module is similar. For additional information, refer to Section 501-20B in the Description and Operation portion of the section.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   Remove the front seat. For additional information, refer to Driver Seat in this section.

4. Remove the front seat backrest. for additional information, refer to Front Seat Cushion Driver or Front Seat Cushion Passenger in this section.

5. ⚠ **WARNING: Front seat back trim covers installed on seats equipped with side air bags cannot be repaired, they are to be replaced (cleaning is permissible).**

   ⚠ **CAUTION: When removing the seat back trim panel, be careful not to damage the J-hooks. If the seat back trim panel J-hooks are damaged, install a new seat back trim panel.**

   NOTE: If installing a new side air bag module, use new retaining nuts. If the same side air bag module is to be reused then reuse the side air bag module nuts.

   Disassemble the components in the order listed in the following illustration and table. To remove individual components, carry out only the following steps:

Component	Steps
Blower assembly, ventilation air-upper	1-4
Power lumbar assembly	1-8, 10, 11
Manual lumbar assembly	1-8, 12

6. ⚠ **WARNING: Inspect the mounting surfaces of the side air bag module for any foreign objects before installing the side air bag module. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

⚠ WARNING: Inspect the side air bag deployment chute and the side air bag cavity in the seat back pad for any foreign objects. If any foreign objects are found remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.

⚠ WARNING: Before installing the side air bag module into the deployment chute, check it for damage and foreign objects. If the air bag module is damaged, replace it. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.

⚠ WARNING: If the air bag cover has separated or the air bag material has been exposed, install a new side air bag module. Do not attempt to repair the air bag module. Failure to do so may result in personal injury, in the event of an air bag deployment.

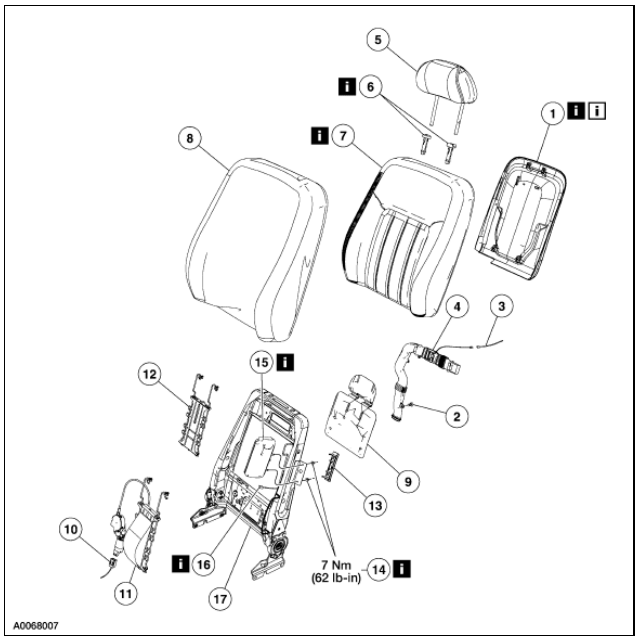
⚠ WARNING: Check the side air bag deployment chute for damage. The deployment chute must not be repaired. If there is any damage to the deployment chute, the seat back trim cover and deployment chute must be installed new as a unit.

⚠ WARNING: If the air bag deployment chute is not properly positioned, the side air bag may not deploy properly.

⚠ WARNING: Inspect the mounting surfaces of the deployment chute and the seat back frame mounting bracket for any foreign objects, before installing the side air bag module/deployment chute assembly. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.

NOTE: The alignment pin will only allow the side air bag module to be installed to the seat back mounting bracket one way.

To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	60762	Backrest trim panel Disassembly Note
1	60762	Backrest trim panel Assembly Note

2	807452	Pin-type retainer (if equipped)
3	14C719-LH, 14A699-RH	Connector (if equipped)
4	19N550	Blower assembly, ventilation air-upper
5	611A09	Head restraint
6	610A16	Head restraint sleeves Disassembly Note
7	64416	Backrest trim cover Disassembly Note
8	64810	Backrest foam pad
9	19N550	Climate controlled seat backrest cushion duct (if equipped)
10	14C719-LH, 14A699-RH	Connector (if equipped)
11	65500	Power lumbar assembly (if equipped)
12	65501	Manual lumbar assembly (if equipped)
13	009036	Seat side air bag nut cover
14	N620480-S	Seat side air bag nuts Disassembly Note
15	11791	Seat side air bag module Disassembly Note
15	611D10	Thorax side air bag module Disassembly Note
16	14K155	Connector Disassembly Note
17	61019	Backrest frame

7. Install the front seat backrest. For additional information, refer to Front Seat Cushion - Driver or Front Seat Cushion - Passenger in this section.

8. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   NOTE: Make sure the battery negative cable is still disconnected before continuing with the installation portion of this procedure.

   Install the front seat. For additional information, refer to Driver Seat in this section.

9. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

10. **⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

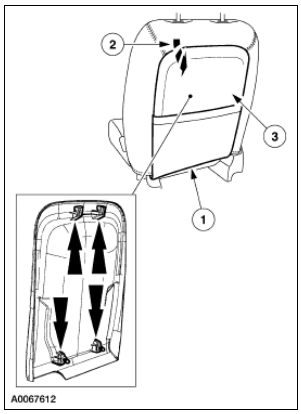
With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B in the Diagnosis and Testing portion of the section.

Item 1: Backrest Trim Panel Disassembly Note

1. **⚠ CAUTION: Inspect the seat back trim panel for damage. If the J-hooks are damaged or the pin-type retainers remained in the seat frame, install a new panel.**

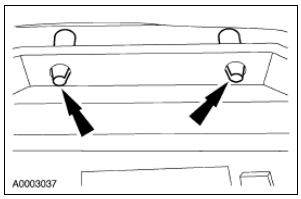
   Remove the seat back trim panel.

   1. Holding the panel at bottom center, pull rearward (not up) until both lower attachments are disengaged.
   2. While pushing in at the top of the panel, slide the panel down to disengage the upper J-hooks.
   3. Remove the panel.
      - Inspect the lower panel attachments. If either pin-type retainer remained in the seat frame, install a new panel.
      - Inspect the upper panel attachments. If either J-hook is cracked or damaged, install a new panel.
      - Before installing the panel, install new pin-type retainers.



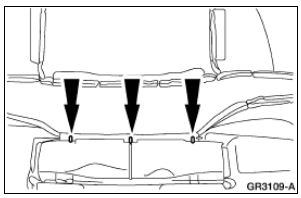
Item 6: Head Restraint Sleeves Disassembly Note

1. Pinch the end of the head restraint sleeves and remove.



Item 7: Backrest Trim Cover Disassembly Note

1. Remove and discard the hog rings. Remove backrest trim cover from the foam pad.

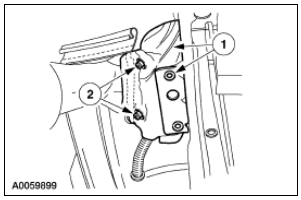


Item 14: Seat Side Air Bag or Thorax Side Air Bag Nuts Disassembly Note

1. If installing a new seat side air bag module or thorax side air bag module, use new retaining nuts. If the same seat side air bag module or thorax side air bag module is to be reused then reuse the seat side air bag module or thorax side air bag module nuts.

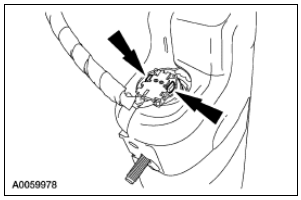
Item 15: Seat Side Air Bag Module or Thorax Side Air Bag Module Disassembly Note

1. Remove the side air bag module or thorax side air bag module from the deployment chute.
    1. Separate the side air bag module or thorax side air bag module and deployment chute from the seat back mounting bracket.
    2. Pull the side air bag module or thorax side air bag module mounting studs back through the deployment chute openings and remove the side air bag module or thorax side air bag module from the deployment chute.



Item 16: Connector Disassembly Note

1. Squeeze the tabs together, disconnect and remove the side air bag module or thorax side air bag module.



Item 1: Backrest Trim Panel Assembly Note

1. ⚠ **CAUTION: Inspect the seat back trim panel for damage. If the J-hooks are damaged or the pin-type retainers stayed in the seat frame, install a new panel.**

   Align the seat back trim panel J-hooks to the seat back frame at the top and engage the pin-type retainers at the bottom of the seat back frame.

    - Inspect the lower panel attachments. If either pin-type retainer remained in the seat frame, install a new panel.
        - ♦ Inspect the upper panel attachments. If either J-hook is cracked or damaged, install a new panel.
        - ♦ Before installing the panel, install new pin-type retainers.

Rear Seat Backrest

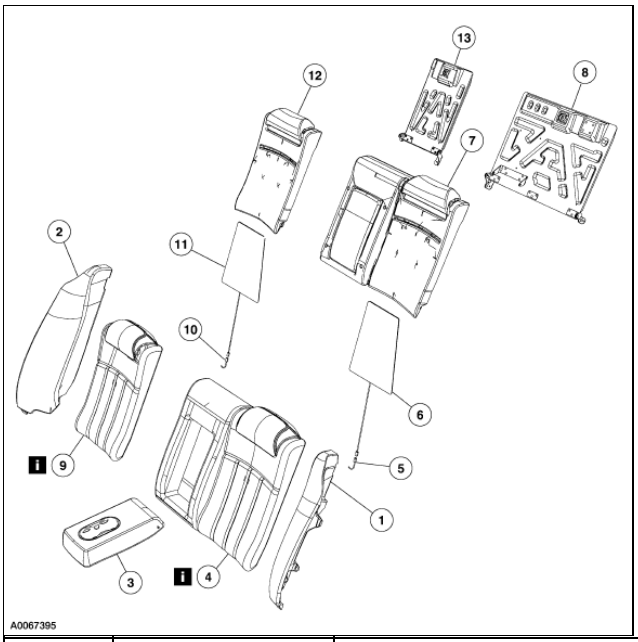
Printable View (137 KB)

1. Remove the rear seat backrest. For additional information, refer to Rear Seat in this section.

2. Disassemble the components in the order listed in the following illustration and table. To remove individual components, carry out only the following steps:

Component	Steps
Left heated seat backrest element	3-6
Right heated seat backrest element	9-11

3. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	66893	Left bolster
2	66892	Right bolster
3	67244	Backrest folding armrest
4	66601	60 percent seat backrest trim cover Disassembly Note
5	19K315	Connector (if equipped)
6	14D698	Backrest heater element (if equipped)
7	66800	60 percent seat backrest foam pad
8	613A38	60 percent seat backrest support panel
9	66600	40 percent seat backrest trim cover Disassembly Note
10	19K315	Connector (if equipped)
11	14D698	Backrest heater element (if equipped)
12	66800	40 percent seat backrest foam pad

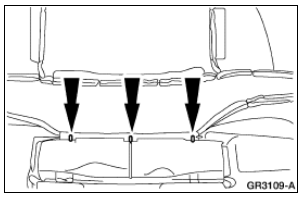
13	613A38	40 percent seat backrest support panel

Item 4: 60 Percent Seat Backrest Trim Cover Disassembly Note

1. ⚠ **CAUTION: Use care when separating the seat upholstery from the hook and loop strip, or the hook and loop strip can be torn from the seat backrest foam pad.**

   Separate the hook and loop fasteners.

2. Remove and discard the hog rings.

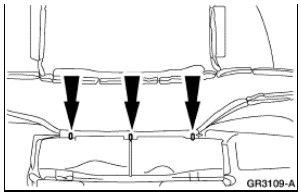


Item 9: 40 Percent Seat Backrest Trim Cover Disassembly Note

1. ⚠ **CAUTION: Use care when separating the seat upholstery from the hook and loop strip, or the hook and loop strip can be torn from the seat backrest foam pad.**

   Separate the hook and loop fasteners.

2. Remove and discard the hog rings.



Handles, Locks, Latches and Entry Systems Component Location Index

Printable View (272 KB)

Front View

Rear View

Printable View (8 KB)

General Specifications

Item	Specification
Multi-Purpose Grease Spray XL-5	ESB-M1C93-B

Lock Repair/Replacement Specifications

Part Number	Lock Repair Package Name
F87Z-1521990-BA	Door Lock Kit
F85Z-11582-AA	Ignition Cylinder Lock Kit
Lock Lever Kit	F8DZ-5421970 AA

Torque Specifications

Description	Nm	lb-ft	lb-in
Exterior door handle nuts	10		89
Door latch screws	12	9	
Front door latch shield nuts	10		89
Fuel filler door latch	1		9
Hood latch bolts	12	9	
Hood latch release handle screws	2		18
Luggage compartment lid latch bolts	10		89
Luggage compartment lid lock cylinder nuts	10		89

Handles, Locks, Latches and Entry Systems

Printable View (13 KB)

The hood latch system consists of one latch controlled by the hood release handle under the lower steering column cover.

The door latch system consists of a primary latch fastened to the inside of the door frame, controlled by the exterior and interior door handles. The door latch system has an integrated door ajar switch, door lock actuator and a driver set/reset switch (driver door only). The door locks are actuated by either a keyless entry remote transmitter, the interior door lock/unlock switch (located on the driver and passenger door trim panels), manually inserting the key into the driver door lock cylinder to lock/unlock or using the keyless entry keypad.

The luggage compartment lid latch is equipped with an interior release handle and actuator. The luggage compartment lid can be locked and unlocked using the lock cylinder (valet key will not fit the lock cylinder), the luggage compartment remote switch (remote switch will open the luggage compartment lid if it is not in the lock position), the keyless entry remote transmitter and keyless entry keypad.

The keyless entry remote transmitter communicates with the driver door module (DDM) which controls the output functions of the driver door lock actuator. The DDM communicates through the standard corporate protocol (SCP) link to the rear electronics module (REM) and the front electronic module (FEM) for the lock and unlock commands. The REM controls the output function of the luggage compartment lid actuator and the passenger door actuators. The REM is located in the RH rear side of the luggage compartment.

The keyless entry keypad remote entry feature allows the following functions to be carried out :

- unlock the driver door (when two stage unlocking is enabled)
- unlock all doors
- lock all doors
- arm the security system
- disarm the security system
- reset a panic alarm
- recall the memory seat/mirrors/steering column/pedals position associated with a particular remote entry device (when enabled)
- release the luggage compartment lid actuator

It also lights the keypad lamp and issues illuminated entry on/off requests to the DDM when locking and unlocking. The keyless entry keypad is wired to the DDM which controls the output functions of the driver door lock. The DDM then communicates with the REM which controls the output functions of the passenger door locks and luggage compartment lid.

Individual lock cylinders are repaired by discarding the inoperative cylinder and building a new lock cylinder using the appropriate lock repair package. The lock repair package includes a detailed instruction sheet to build the new lock cylinder to the current key code of the vehicle.

Principles of Operation

Rear Electronic Module (REM)

The REM controls the output functions of the passenger door lock actuators and luggage compartment lid actuator.

Locking and Unlocking

The driver door lock function is controlled by the driver door module (DDM).

The passenger door locks and the luggage compartment lid actuator functions are controlled by the REM.

The passenger lock/unlock actuators are hard wired to the REM.

Smart Lock

The smart lock feature is controlled by the REM. This feature prevents the operator from accidentally locking the vehicle with the key in the ignition lock cylinder. The REM receives the key-in ignition status from the instrument cluster, the driver and passenger door ajar status from the FEM before this feature can function. If the key is in the ignition, the driver door ajar, and an attempt is made to lock the vehicle with the driver door lock control switch, then all doors will lock and then the driver door will unlock. If the key is in the ignition, the passenger door is ajar, and an attempt is made to lock the vehicle with the passenger door lock control switch, then all doors will lock and then all doors will unlock. This feature is configurable in the REM.

Auto Lock

The automatic door locks feature is controlled by the REM. This feature locks the doors whenever the vehicle is being driven. This feature uses inputs from the ignition switch, the digital transmission range selector, the brake pedal position (BPP) sensor and the driver and passenger door ajar switch status. This feature is configurable by the REM. The autolock function will work when the following conditions are concurrently met during the current ignition cycle:

- all doors are closed
- the autolock function is active (this function has not been disabled through the message center or any programmable options)
- ignition switch is in the RUN position
- the selected PRNDL position is any forward gear or reverse
- the vehicle speed exceeds 3 mph (5 kph)

Autolock will be activated again if at least one door has been open and closed since the last autolock function and the following conditions are met:

- the autolock function is active (this function has not been disabled through the message center or any programmable options)
- the ignition switch is in the RUN position
- the selected PRNDL position is any forward gear or reverse
- the vehicle speed exceeds 3 mph (5 kph)
- all doors are closed

Interior Power Lock/Unlock

The power lock/unlock function is independent of the ignition switch position. Power lock of all doors is accomplished by:

- driver or passenger door lock control switches
- lock command from the remote transmitter
- lock command from the driver set/reset switch (part of the door latch)

- keyless entry keypad

If the perimeter alarm is armed, the interior luggage compartment lid release and door lock control switches are disabled. Disarming the alarm (through valid unlock commands) will enable them.

When the LOCK button on the remote transmitter is pressed once, the power lock function will initiate the locking of all doors. If pressed twice and all doors, luggage compartment lid and hood are closed then the horn will chirp once (if horn chirp is enabled). If pressed twice and any door, luggage compartment lid or hood is open/ajar then the horn will chirp twice (if horn chirp is enabled). If two-stage unlocking is enabled, the driver door will unlock on the first occurrence of one of the following events with no other identical UNLOCK events in the past five seconds:

- a command from the remote transmitter
- a command from driver set/reset switch (part of the door latch)
- a command from keyless entry keypad

When two stage unlocking is enabled, if a subsequent unlock event of the same type occurs within five seconds without the doors being relocked, then all the doors will unlock. When two stage unlock is disabled, all doors will unlock at first (and all subsequent) unlock commands.

Luggage Compartment Lid

The luggage compartment lid feature is controlled by the FEM and the REM. The luggage compartment lid release switch is hard-wired to the FEM. When the switch is active, the FEM will send a command to the REM through the SCP communication network. The REM also needs the vehicle speed status (must be less than 5 kph) from the network in order to activate the luggage compartment lid actuator. The REM will also activate the luggage compartment lid actuator by a command from the driver door module (DDM) through the SCP communication network (remote transmitter or keyless entry keypad..

Remote Keyless Entry

The door locks and luggage compartment lid can be operated by the remote transmitter. When a command is received from the remote transmitter, the DDM will send a command to the FEM or the REM to unlock a door or unlatch the luggage compartment lid.

Locks, Latches and Entry Systems Printable View (375 KB)

Refer to Wiring Diagrams Cell 111 for schematic and connector information.

Refer to Wiring Diagrams Cell 113 for schematic and connector information.

Refer to Wiring Diagrams Cell 117 for schematic and connector information.

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable
ST1137-A	73III Automotive Meter 105-R0057 or equivalent

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Door lock mechanisms	• Rear battery junction box (BJB) fuses: ♦ 1 (15A) ♦ 4 (10A) ♦ 23 (30A) ♦ 25 (40A) ♦ 27 (30A) • Central junction box (CJB) fuses: ♦ 7 (5A) ♦ 20 (10A) ♦ 22 (10A) • Driver door module (DDM) • Rear electronic module (REM) • Front electronic module (FEM)

	• Circuitry • Remote transmitter

3. If the concern remains after the inspection, connect the diagnostic tool to the data link connector (DLC) located beneath the instrument panel and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
    - check that the program card is correctly installed.
    - check the connections to the vehicle.
    - check the ignition switch position.

4. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool manual.

5. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
    - SCP+ or SCP- or circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
    - No response/not equipped for DDM, refer to Section 418-00 .
    - No response/not equipped for REM, refer to Section 418-00 .
    - No response/not equipped for FEM, refer to Section 418-00 .
    - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs, and carry out the self-test diagnostics for the DDM, FEM or REM.

6. If the DTCs retrieved are related to the concern, go to driver door module (DDM) Diagnostic Trouble Code (DTC) Index, Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index, Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index, or the Switched System Power (SSP) Relay Index to continue diagnostics.

7. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

Driver Door Module (DDM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1309	Power Door Lock Circuit Short to Ground	DDM	Go To Pinpoint Test C .
B1341	Power Door Unlock Circuit Short to Ground	DDM	Go To Pinpoint Test C .
B1526	Keyless Entry Circuit Short to Ground	DDM	Go To Pinpoint Test J .
B2112	Door Driver Set Switch Stuck Failure	DDM	Go To Pinpoint Test E .
B2116	Door Driver Reset Switch Stuck Failure	DDM	Go To Pinpoint Test E .
B2425	Remote Keyless Entry Out of Synchronization	DDM	Go To Pinpoint Test K .

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1551	Luggage Compartment Lid Release Circuit Failure	FEM	Go To Pinpoint Test A .

Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1300	Power Door Lock Circuit Failure	REM	Go To Pinpoint Test D .
B1310	Power Door Unlock Circuit Failure	REM	Go To Pinpoint Test D .

Switched System Power (SSP) Relay Index

Relay	Fuse	Controlled System(s)
SSP1	Rear BJB fuse 27 (30A)	• Driver door lock (FEM) • LH high beam headlamps (FEM) • Front parking, turn, and side marker lamps (FEM) • RH low beam headlamp • Driver power mirror • PATS
SSP4	Rear BJB fuse 23 (30A)	• LH rear parking and stoplamps (REM) • RH rear turn signals (REM) • RH front, RH rear and LH rear door locks (REM) • License lamps • Luggage compartment lid actuator and remote switch • Fuel door release actuator and switch • Luggage compartment lamp

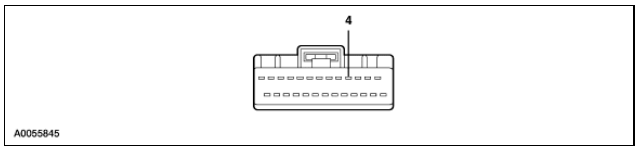
When diagnosing an SSP relay, check that all systems for that relay are inoperative. Refer to Section 417-01 if:

- all systems for one SSP relay are inoperative
- all systems for all SSP relays are inoperative

Symptom Chart

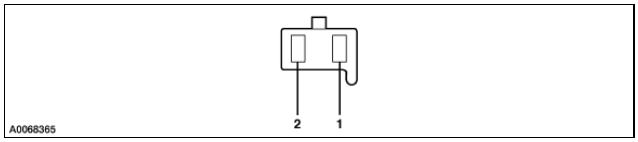
Symptom Chart
Connector Circuit Reference

FEM C201e



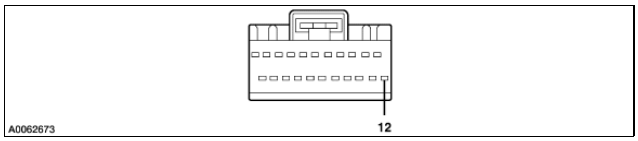
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	8-AA30 (WH) FEM signal circuit	Less than 5 ohms resistance between the FEM and the luggage compartment lid remote switch. Greater than 10,000 ohms resistance between the FEM and ground.

Luggage Compartment Lid Remote Switch C207



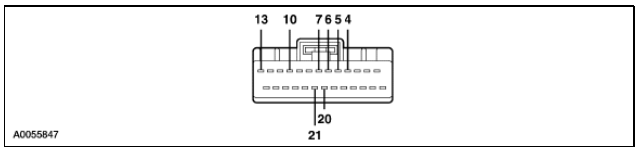
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-AA30 (WH) luggage compartment lid remote switch ground	0 voltage. Less than 5 ohms resistance between the luggage compartment lid remote switch and ground.
2	31-AA30 (BK/YE) luggage compartment lid remote switch signal circuit	Less than 5 ohms resistance between the FEM and the luggage compartment lid remote switch. Greater than 10,000 ohms resistance between the luggage compartment lid remote switch and ground.

REM C420b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	31-DK30H (BK/OG) REM ground	0 voltage. Less than 5 ohms resistance between the REM and ground.

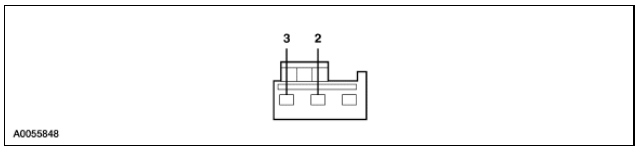
REM C420c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	33-AA15 (YE/GN) LH rear door latch lock output	0 voltage. Less than 5 ohms resistance between the LH rear door latch and the REM. Greater than 10,000 ohms resistance between the REM and ground.
5		

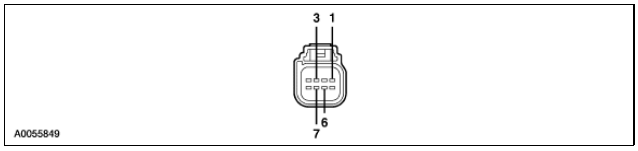
	33-AA2 (YE/RD) RH front and RH rear door latch lock output	0 voltage. Less than 5 ohms resistance between the RH front and RH rear door latch and the REM. Greater than 10,000 ohms resistance between the REM and ground.
6	32-AA1 (WH/RD) RH front and RH rear door latch unlock output	0 voltage. Less than 5 ohms resistance between the RH front and RH rear door latch and the REM. Greater than 10,000 ohms resistance between the REM and ground.
7	32-AA16 (WH/BK) LH rear door latch unlock output	0 voltage. Less than 5 ohms resistance between the LH rear door latch and the REM. Greater than 10,000 ohms resistance between the REM and ground.
10	29S-AA83 (OG) luggage compartment lid actuator output	0 voltage. Less than 5 ohms resistance between the luggage compartment lid actuator and the REM.
13	29S-DK31 (OG/BK) REM fused power supply	10 volts or greater with key in ON position.
20	8-AA20 (WH/BU) passenger door lock control switch lock input	0 voltage. Less than 5 ohms resistance between the passenger door lock control switch and the REM. Greater than 10,000 ohms resistance between the REM and ground.
21	8-AA21 (WH/GN) passenger door lock control switch unlock input	0 voltage. Less than 5 ohms resistance between the passenger door lock control switch and the REM. Greater than 10,000 ohms resistance between the REM and ground.

Luggage Compartment Lid Actuator C430



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	29S-AA83 (OG) luggage compartment lid actuator power supply	Less than 5 ohms resistance between the luggage compartment lid actuator and the REM. Greater than 10,000 ohms resistance between the luggage compartment lid actuator and ground.
3	31-AA83 (BK/OG) luggage compartment lid actuator ground	0 voltage. Less than 5 ohms between the luggage compartment lid actuator and ground.

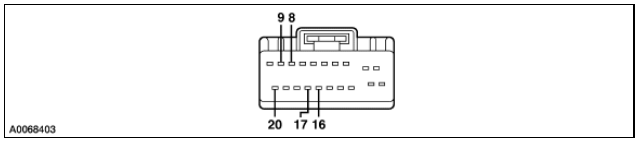
Keyless Entry Keypad C500



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1		

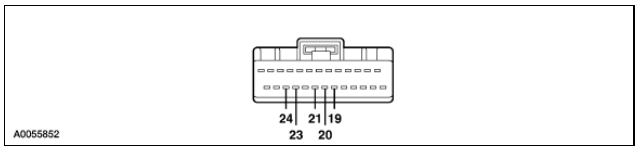
	8-AA70 (WH/GN) keyless entry keypad input circuit	Less than 5 ohms resistance between the keyless entry keypad and the DDM. Greater than 10,000 ohms resistance between the keyless entry keypad and ground.
3	10-AA70 (GY/OG) keyless entry keypad input circuit	Less than 5 ohms resistance between the keyless entry keypad and the DDM. Greater than 10,000 ohms resistance between the keyless entry keypad and ground.
6	9-AA70 (BN/GN) keyless entry keypad ground	Less than 5 ohms resistance between the keyless entry keypad and the DDM.
7	7-AA70 (YE/GN) keyless entry keypad input circuit	Less than 5 ohms resistance between the keyless entry keypad and the DDM. Greater than 10,000 ohms resistance between the keyless entry keypad and ground.

DDM C501c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	33-AA10 (YE/BK) driver door latch lock output	Less than 5 ohms resistance between the DDM and the driver door latch. Greater than 10,000 ohms between the DDM and ground
9	32-AA11 (WH/VT) driver door latch unlock output	Less than 5 ohms resistance between the DDM and the driver door latch. Greater than 10,000 ohms between the DDM and ground.
16	Circuit 31S-AA78 (BK/BU) driver set switch circuit	Less than 5 ohms resistance between the DDM and the driver door latch. Greater than 10,000 ohms between the DDM and ground.
17	31S-AA79 (BK/WH) driver reset switch circuit	Less than 5 ohms resistance between the DDM and the driver door latch. Greater than 10,000 ohms between the DDM and ground.
20	9-AA70 (BN/GN) keyless entry keypad signal return circuit	0 voltage. Less than 5 ohms resistance between the DDM and the keyless entry keypad.

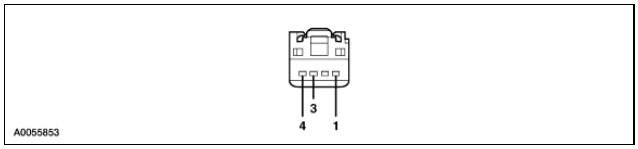
DDM C501d



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
19	8-AA70 (WH/GN) keyless entry keypad input circuit	Less than 5 ohms resistance between the keyless entry keypad and the DDM. Greater than 10,000 ohms resistance between the keyless entry keypad and ground.

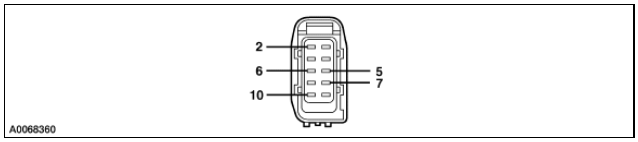
20	10-AA70 (GY/OG) keyless entry keypad input circuit	Less than 5 ohms resistance between the keyless entry keypad and the DDM. Greater than 10,000 ohms resistance between the keyless entry keypad and ground.
21	7-AA70 (YE/GN) keyless entry keypad input circuit	Less than 5 ohms resistance between the keyless entry keypad and the DDM. Greater than 10,000 ohms resistance between the keyless entry keypad and ground.
23	8-AA10 (WH/BK) driver door lock control switch lock input circuit	Less than 5 ohms resistance between the driver door lock control switch and the DDM. Greater than 10,000 ohms resistance between the DDM and ground.
24	8-AA11 (WH/VT) driver door lock control switch unlock input circuit	Less than 5 ohms resistance between the driver door lock control switch and the DDM. Greater than 10,000 ohms resistance between the DDM and ground.

Driver Door Lock Control Switch C505



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-AA10 (WH/BK) driver door lock control switch lock input	Less than 5 ohms resistance between the driver door lock control switch and the DDM. Greater than 10,000 ohms between the driver door lock control switch and ground.
3	8-AA11 (WH/VT) driver door lock control switch unlock input	Less than 5 ohms resistance between the driver door lock control switch and the DDM. Greater than 10,000 ohms between the driver door lock control switch and ground.
4	31-LH28 (BK) driver door lock control switch ground	0 voltage. Less than 5 ohms resistance between the driver door lock control switch and ground.

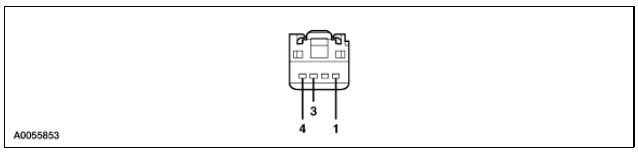
Driver Door Latch C525



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	33-AA10 (YE/BK) driver door latch lock output	Less than 5 ohms resistance between the driver door latch and the DDM. Greater than 10,000 ohms between the driver door latch and ground.
5	31S-AA79 (BK/WH) driver reset switch circuit	Less than 5 ohms resistance between the driver door latch and the DDM. Greater than 10,000 ohms between the driver door latch and ground.
6	31-AA58 (BK) driver set/reset switch ground circuit	Less than 5 ohms resistance between the driver door latch and ground.

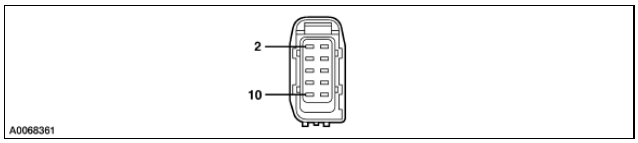
7	31S-AA78 (BK/BU) driver set switch circuit	Less than 5 ohms resistance between the driver door latch and the DDM. Greater than 10,000 ohms between the driver door latch and ground.
10	32-AA11 (WH/VT) driver door latch lock output	Less than 5 ohms resistance between the driver door latch and the DDM. Greater than 10,000 ohms between the driver door latch and ground.

Passenger Door Lock Control Switch C605



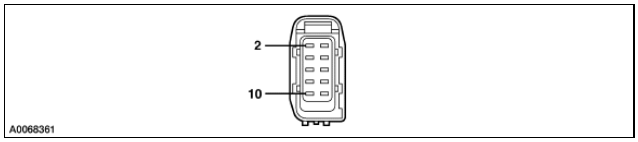
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-AA20 (WH/BU) passenger door lock control switch lock input	Less than 5 ohms resistance between the passenger door lock control switch and the DDM. Greater than 10,000 ohms between the passenger door lock control switch and ground.
3	8-AA21 (WH/GN) passenger door lock control switch unlock input	Less than 5 ohms resistance between the passenger door lock control switch and the DDM. Greater than 10,000 ohms between the passenger door lock control switch and ground.
4	31-LH42 (BK) passenger door lock control switch ground	0 voltage. Less than 5 ohms resistance between the passenger door lock control switch and ground.

RH Front Door Latch C609



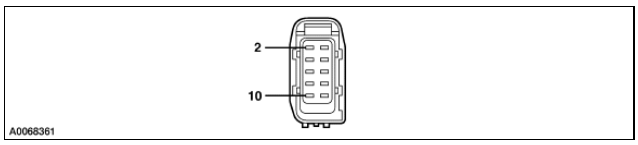
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	33-AA20 (YE/BU) RH front door latch output	Less than 5 ohms resistance between the RH front door latch and the REM. Greater than 10,000 ohms between the RH front door latch and ground.
10	32-AA21 (WH/GN) RH front door latch unlock output	Less than 5 ohms resistance between the RH front door latch and the REM. Greater than 10,000 ohms between the RH front door latch and ground.

LH Rear Door Latch C704



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	33-AA15 (YE/GN) LH rear door latch output	Less than 5 ohms resistance between the LH rear door latch and the REM. Greater than 10,000 ohms between the LH rear door latch and ground.
10	32-AA16 (WH/BK) LH rear door latch unlock output	Less than 5 ohms resistance between the LH rear door latch and the REM. Greater than 10,000 ohms between the LH rear door latch and ground.

RH Rear Door Latch C804



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	33-AA25 (YE/RD) RH rear door latch lock output	Less than 5 ohms resistance between the RH rear door latch and the REM. Greater than 10,000 ohms between the RH rear door latch and ground.
10	32-AA26 (WH/BU) RH rear door latch unlock output	Less than 5 ohms resistance between the RH rear door latch and the REM. Greater than 10,000 ohms between the RH rear door latch and ground.

Pinpoint Test A: The Luggage Compartment Lid Is Inoperative From The Remote Switch

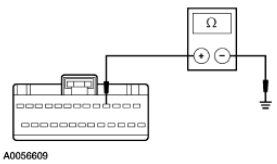
Normal Operation

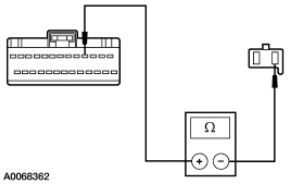
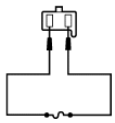
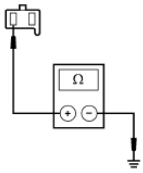
The luggage compartment lid remote switch supplies a ground signal to the front electronic module (FEM). When the FEM receives the ground signal through circuit 8-AA30 (WH), the FEM sends an SCP message to the rear electronic module (REM) which energizes circuit 29S-AA83 (OG) and releases the luggage compartment lid.

Possible Causes

- DTC B1551 luggage compartment lid release circuit failure
- circuit 8-AA30 (WH) open or shorted to ground
- circuit 31-AA30 (BK/YE) open
- circuit 31-DA3 (BK/OG) open
- luggage compartment lid remote switch
- FEM

PINPOINT TEST A: THE LUGGAGE COMPARTMENT LID IS INOPERATIVE FROM THE REMOTE SWITCH

Test Step	Result / Action to Take
A1 CHECK THE LUGGAGE COMPARTMENT LID REMOTE SWITCH INPUT TO FEM	
NOTE: Cycle the key from OFF to ON to enable the switched system power feature. • Key in OFF position. • Unlock the luggage compartment release switch with the valet key. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM luggage compartment lid remote switch PID. • Press and release the luggage compartment lid remote switch. • **Does the FEM luggage compartment lid remote switch PID agree with the luggage compartment lid remote switch position?**	**Yes** GO to A7 . **No** If the FEM luggage compartment lid remote switch PID indicates ON, GO to A2 . If the PID indicates OFF, GO to A4 .
A2 CHECK THE LUGGAGE COMPARTMENT LID REMOTE SWITCH	
• Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM luggage compartment lid remote switch PID. • Disconnect: Luggage Compartment Lid Remote Switch C207. • **Did the FEM luggage compartment lid remote switch PID change from ON to OFF?**	**Yes** INSTALL a new luggage compartment lid remote switch. CLEAR the DTCs. REPEAT the self-test. **No** GO to A3 .
A3 CHECK CIRCUIT 8-AA30 (WH) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: FEM C201e. • Measure the resistance between the FEM C201e-4, circuit 8-AA30 (WH), harness side and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A7 . **No** GO to A4 .
A4 CHECK CIRCUIT 8-AA30 (WH) FOR AN OPEN	
• Disconnect: FEM C201e. • Disconnect: Luggage Compartment Lid Remote Switch C207.	**Yes** Connect all disconnected connectors and GO to A5 . **No**

• Measure the resistance between the FEM C201e-4, circuit 8-AA30 (WH), harness side and the luggage compartment lid remote switch C207-1, circuit 8-AA30 (WH), harness side.  A0068362 • **Is the resistance less than 5 ohms?**	REPAIR the circuit. TEST the system for normal operation.
A5 CHECK THE LUGGAGE COMPARTMENT LID REMOTE SWITCH	
• Key in OFF position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM luggage compartment lid remote switch PID. • Connect a 10A fused jumper wire between the luggage compartment lid remote switch C207-2, circuit 31-AA30 (BK/YE), harness side and the luggage compartment lid remote switch C207-1, circuit 8-AA30 (WH), harness side, while monitoring the FEM luggage compartment lid remote switch PID.  A0068363 • **Did the FEM luggage compartment lid remote switch PID change from OFF to ON?**	**Yes** INSTALL a new luggage compartment lid remote switch. CLEAR the DTCs. REPEAT the self-test. **No** GO to A6 .
A6 CHECK CIRCUIT 31-AA30 (BK/YE) FOR AN OPEN	
• Measure the resistance between the luggage compartment lid remote switch C207-2, circuit 31-AA30 (BK/YE), harness side and ground.  A0068364 • **Is the resistance less than 5 ohms?**	**Yes** GO to A7 . **No** REPAIR the circuit 31-AA30 (BK/YE) or circuit 31-DA3 (BK/OG). CLEAR the DTCs. REPEAT the self-test.
A7 CHECK FOR CORRECT FEM OPERATION	
• Disconnect all FEM connectors. • Check for: • corrosion	**Yes** INSTALL a new FEM. REFER to Section 418-00 for the removal and installation procedure. TEST the

• pushed-out pins • Connect all FEM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	system for normal operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test B: The Luggage Compartment Lid Is Inoperative From The Remote Switch And The Remote Transmitter

Normal Operation

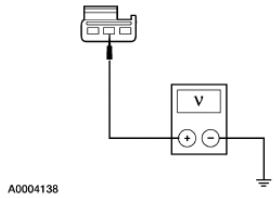
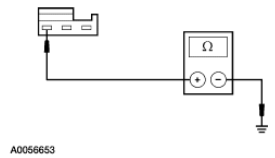
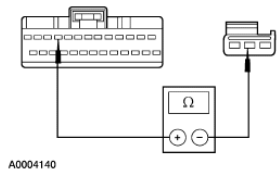
The luggage compartment lid remote switch supplies a ground signal to the front electronic module (FEM). When the FEM receives ground through circuit 8-AA30 (WH), the FEM sends an SCP message to the rear electronic module (REM) which energizes circuit 29S-AA83 (OG) and releases the luggage compartment lid. When the driver door module (DDM) receives the signal to open the luggage compartment lid from the remote transmitter, the DDM sends an SCP message to the REM which energizes circuit 29S-AA83 (OG) and releases the luggage compartment lid.

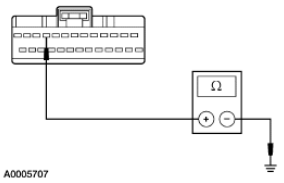
Possible Causes

- circuit 29S-AA83 (OG) shorted to ground or open
- circuit 31-AA83 (BK/OG) open
- luggage compartment lid actuator
- REM

PINPOINT TEST B: THE LUGGAGE COMPARTMENT LID IS INOPERATIVE FROM THE REMOTE SWITCH AND THE REMOTE TRANSMITTER

Test Step	Result / Action to Take
B1 CHECK THE LUGGAGE COMPARTMENT LID REMOTE SWITCH INPUT TO THE FEM	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM luggage compartment lid remote switch PID. • Press and release the luggage compartment lid remote switch. • **Does the FEM luggage compartment lid remote switch PID agree with the luggage compartment lid remote switch position?**	**Yes** GO to B2 . **No** GO to B7 .
B2 CHECK THE REM OUTPUT USING ACTIVE COMMANDS	
• Trigger the REM active command RELEASE ON. • **Does the luggage compartment lid release?**	**Yes** GO to B7 . **No**

	GO to B3 .
B3 CHECK LUGGAGE COMPARTMENT LID REMOTE SWITCH OUTPUT FROM THE REM	
• Disconnect: Luggage Compartment Lid Actuator C430. • Enter the following diagnostic mode on the diagnostic tool: Trigger the REM luggage compartment lid release active command ON. • Measure the voltage between the luggage compartment lid actuator C430-2, circuit 29S-AA83 (OG), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to B4 . **No** GO to B5 .
B4 CHECK CIRCUIT 31-AA83 (BK/OG) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the luggage compartment lid actuator C430-3, circuit 31-AA83 (BK/OG), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new luggage compartment lid actuator. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B5 CHECK CIRCUIT 29S-AA83 (OG) FOR AN OPEN	
• Key in OFF position. • Disconnect: REM C420c. • Measure the resistance between the REM C420c-10, circuit 29S-AA83 (OG), harness side and the luggage compartment lid actuator C430-2, circuit 29S-AA83 (OG), harness side.  	**Yes** GO to B6 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

• **Is the resistance less than 5 ohms?**	
B6 CHECK CIRCUIT 29S-AA83 (OG) FOR A SHORT TO GROUND	
• Measure the resistance between the REM C420c-10, circuit 29S-AA83 (OG) harness side and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B7 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test C: All Door Locks Are Inoperative From The Driver Door Lock Control Switch

Normal Operation

The driver door lock control switch supplies a ground signal to the driver door module (DDM). When the DDM receives ground through circuit 8-AA10 (WH/BK), the DDM sends a message through the SCP network to the rear electronic module (REM) which locks the passenger doors. At the same time the DDM locks the driver door. When the DDM receives ground through circuit 8-AA11 (WH/VT), the DDM sends a message through the SCP network to the REM which unlocks the passenger doors. At the same time the DDM unlocks the driver door.

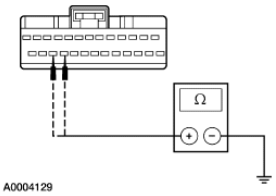
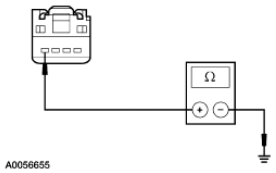
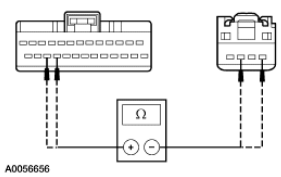
Possible Causes

- DTC B1309 power door lock circuit short to ground
- DTC B1341 power door unlock circuit short to ground
- circuit 8-AA10 (WH/BK) shorted to ground or open
- circuit 8-AA11 (WH/VT) shorted to ground or open
- circuit 31-LH28 (BK) open
- driver door lock control switch
- DDM

PINPOINT TEST C: ALL DOOR LOCKS ARE INOPERATIVE FROM THE DRIVER DOOR LOCK CONTROL SWITCH

Test Step	Result / Action to Take

C1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST DDM	
• Use the recorded DDM DTCs from the continuous and on-demand self-test. • **Are any DDM DTCs recorded?**	**Yes** If DTC B1309 or DTC B1341 were retrieved, GO to C3 . For all other DDM DTCs, REFER to the DDM Diagnostic Trouble Code (DTC) Index. **No** GO to C2 .
C2 CHECK DRIVER DOOR LOCK CONTROL SWITCH AND CIRCUITS MONITOR THE DDM DOOR LOCK AND DOOR UNLOCK PIDS	
NOTE: Cycle the key from OFF to ON to enable the switched system power feature. • Key in OFF position. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM door lock and door unlock PIDs. • Lock and unlock the driver door using the driver door lock control switch while monitoring the DDM door lock and door unlock PIDs. • **Do the DDM door LOCK and door UNLOCK PIDs values agree with the driver door lock control switch positions?**	**Yes** GO to C8 . **No** If the PID(s) read YES at all timesGO to C3 . If the PID(s) read NO at all timesGO to C5 .
C3 CHECK THE DRIVER DOOR LOCK CONTROL SWITCH	
• Key in OFF position. • Disconnect: Driver Door Lock Control Switch C505. • Carry out the driver door lock control switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the driver door lock control switch OK?**	**Yes** GO to C4 . **No** INSTALL a new driver door lock control switch. REFER to Door Lock Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
C4 CHECK CIRCUITS 8-AA10 (WH/BK) AND 8-AA11 (WH/VT) FOR A SHORT TO GROUND	
• Disconnect: DDM C501d. • Measure the resistance between the DDM C501d-23, circuit 8-AA10 (WH/BK), harness side and ground; and between the DDM C501d-24, circuit 8-AA11 (WH/VT), harness side and ground.	**Yes** GO to C8 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.

 A0004129 • **Are the resistances greater than 10,000 ohms?**	
C5 CHECK THE DRIVER DOOR LOCK CONTROL SWITCH	
• Key in OFF position. • Disconnect: Driver Door Lock Control Switch C505. • Carry out the driver door lock control switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the driver door lock control switch OK?**	**Yes** GO to C6 . **No** INSTALL a new driver door lock control switch. REFER to Door Lock Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
C6 CHECK CIRCUIT 31-LH28 (BK) FOR OPEN	
• Measure the resistance between the driver door lock control switch C505-4, circuit 31-LH28 (BK), harness side and ground.  A0056655 • **Is the resistance less than 5 ohms?**	**Yes** GO to C7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C7 CHECK CIRCUITS 8-AA10 (WH/BK) AND 8-AA11 (WH/VT) FOR OPEN	
• Disconnect: DDM C501d. • Measure the resistance between the DDM C501d-23, circuit 8-AA10 (WH/BK), harness side and the driver door lock control switch C505-1, circuit 8-AA10 (WH/BK), harness side; and between the DDM C501d-24, circuit 8-AA11 (WH/VT), harness side and the driver door lock control switch C505-3, circuit 8-AA11 (WH/VT), harness side.  A0056656 • **Are the resistances less than 5 ohms?**	**Yes** GO to C8 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
C8 CHECK FOR CORRECT DDM OPERATION	
• Disconnect all DDM connectors.	**Yes** INSTALL a new DDM. REFER

• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test D: All Door Locks Are Inoperative From The Passenger Door Lock Control Switch

Normal Operation

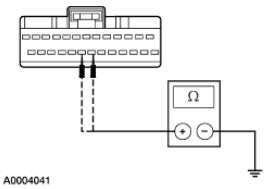
The passenger door lock control switch supplies a ground signal to the rear electronic module (REM). When the REM receives ground through circuit 8-AA20 (WH/BU), the REM locks the passenger doors and sends an SCP message to the driver door module (DDM) to lock the driver door. When the REM receives ground through circuit 8-AA21 (WH/GN), the REM unlocks the passenger doors and sends an SCP message to the DDM to unlock the driver door.

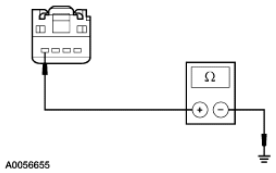
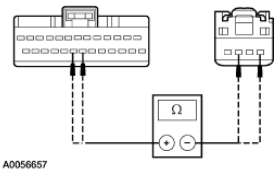
Possible Causes

- DTC 1300, power door lock circuit failure
- DTC 1310 power door lock circuit failure
- circuit 8-AA20 (WH/BU) open
- circuit 8-AA21 (WH/GN) open
- circuit 31-LH42 (BK) open
- passenger door lock control switch
- REM

PINPOINT TEST D: ALL DOOR LOCKS ARE INOPERATIVE FROM THE PASSENGER DOOR LOCK CONTROL SWITCH

Test Step	Result / Action to Take
D1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST REM	
• Use the recorded REM DTCs from the continuous and on-demand self-test. • **Are any REM DTCs recorded?**	**Yes** For DTC B1300 or B1310, GO to D3 . For all other REM DTCs, REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to D2 .
D2 CHECK PASSENGER DOOR LOCK CONTROL SWITCH AND CIRCUITS MONITOR THE REM RH FRONT DOOR LOCK AND UNLOCK PIDS	
NOTE: Cycle the key from OFF to ON to enable the	**Yes** GO to D8 .

switched system power feature. • Key in OFF position. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the REM RH front door lock and unlock PIDs. • Lock and unlock the RH front door using the passenger door lock control switch while monitoring the REM RH front door lock and unlock PIDs. • **Do the REM RH front door lock and unlock PIDs values agree with the passenger door lock control switch positions?**	**No** If the PID(s) read YES at all timesGO to D3 . If the PID(s) read NO at all timesGO to D5 .
D3 CHECK PASSENGER DOOR LOCK CONTROL SWITCH	
• Key in OFF position. • Disconnect: Passenger Door Lock Control Switch C605. • Carry out the passenger door lock control switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the passenger door lock control switch OK?**	**Yes** GO to D4 . **No** INSTALL a new passenger door lock control switch. REFER to Door Lock Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
D4 CHECK CIRCUITS 8-AA20 (WH/BU) AND 8-AA21 (WH/GN) FOR A SHORT TO GROUND	
• Disconnect: REM C420c. • Measure the resistance between the REM C420c-20, circuit 8-AA20 (WH/BU), harness side and ground; and between the REM C420c-21, circuit 8-AA21 (WH/GN), harness side and ground.  • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to D8 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
D5 CHECK PASSENGER DOOR LOCK CONTROL SWITCH	
• Key in OFF position. • Disconnect: Passenger Door Lock Control Switch C605. • Carry out the passenger door lock control switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the passenger door lock control switch OK?**	**Yes** GO to D6 . **No** INSTALL a new passenger door lock control switch. REFER to Door Lock Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
D6 CHECK CIRCUIT 31-LH42 (BK) FOR AN OPEN	

• Measure the resistance between the passenger door lock control switch C605-4, circuit 31-LH42 (BK), harness side and ground.  A0056655 • **Is the resistance less than 5 ohms?**	**Yes** GO to D7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D7 CHECK CIRCUITS 8-AA20 (WH/BU) AND 8-AA21 (WH/GN) FOR AN OPEN	
• Disconnect: REM C420c. • Measure the resistance between the REM C420c-20, circuit 8-AA20 (WH/BU), harness side and passenger door lock control switch C605-1, circuit 8-AA20 (WH/BU), harness side; and between the REM C420c-21, circuit 8-AA21 (WH/GN), harness side and the passenger door lock control switch C605-3, circuit 8-AA21 (WH/GN), harness side.  A0056657 • **Are the resistances less than 5 ohms?**	**Yes** GO to D8 **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
D8 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test E: All Door Locks Are Inoperative From The Driver Door Lock Cylinder

Normal Operation

When the driver door lock cylinder is turned once to either lock or unlock position, the driver set/reset switch grounds either circuit 31S-AA78 (BK/BU) for the lock command or circuit 31S-AA79 (BK/WH) for the unlock command through circuit 31-AA58 (BK) to the driver door module (DDM). The DDM will lock and unlock the driver door. When a global lock/unlock command is requested through driver door lock cylinder (two turns of the lock cylinder), the driver set/reset switch grounds either circuit 31S-AA78 (BK/BU) for the lock command or circuit 31S-AA79 (BK/WH) for the unlock command through circuit 31-AA58 (BK) to the driver door module (DDM). The DDM will lock or unlock the driver door and send an SCP message to the

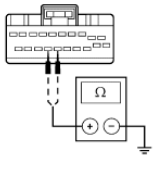
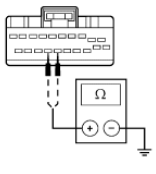
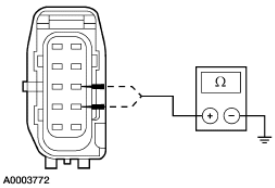
rear electronic module (REM) to lock/unlock the passenger doors.

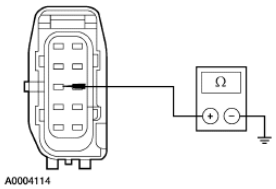
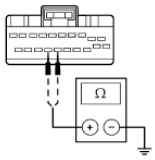
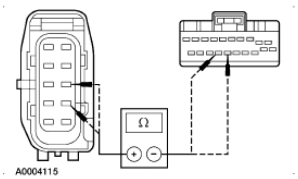
Possible Causes

- DTC B2112, door driver set switch stuck failure
- DTC B2116, door driver reset switch stuck failure
- circuit 31-AA58 (BK) open
- circuit 31S-AA78 (BK/BU) open
- circuit 31S-AA79 (BK/WH) open
- driver door latch (driver set/reset switch)
- DDM

PINPOINT TEST E: ALL DOOR LOCKS ARE INOPERATIVE FROM THE DRIVER DOOR LOCK CYLINDER

Test Step	Result / Action to Take
E1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST DDM	
• Use the recorded DDM DTCs from the continuous and on-demand self-test. • **Are any DDM DTCs recorded?**	**Yes** For DTC B2112 or DTC B2116, GO to E3 . For all other DDM DTCs, REFER to the DDM Diagnostic Trouble Code (DTC) Index. **No** GO to E2 .
E2 CHECK DRIVER DOOR LOCK CYLINDER AND CIRCUITS MONITOR THE DDM LOCK CYLINDER INPUT SWITCH STATUS AND DOOR UNLOCK DISARM INPUT SWITCH STATUS PIDS	
NOTE: Cycle the key from OFF to ON to enable the switched system power feature. • Key in OFF position. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM lock cylinder input switch status and door unlock disarm input switch status PIDs. • Lock and unlock the driver door using the driver door lock cylinder while monitoring the DDM lock cylinder input switch status and door unlock disarm input switch status PIDs. • **Do the DDM lock cylinder input switch status and door unlock disarm input switch status PIDs values agree with the driver door lock cylinder positions?**	**Yes** GO to E9 . **No** GO to E3 .
E3 CHECK CIRCUITS 31S-AA78 (BK/BU) AND 31S-AA79 (BK/WH) FOR A SHORT TO GROUND	

• Key in OFF position. • Disconnect: DDM C501c. • Measure the resistance between the DDM C501c-16, circuit 31S-AA78 (BK/BU), harness side and ground; and between the DDM C501c-17, circuit 31S-AA79 (BK/WH), harness side and ground.  A0003773 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to E5 . **No** GO to E4 .
E4 CHECK DRIVER DOOR LOCK LATCH FOR A SHORT TO GROUND	
• Disconnect: Driver Door Latch C525. • Measure the resistance between the DDM C501c-16, circuit 31S-AA78 (BK/BU), harness side and ground; and between the DDM C501c-17, circuit 31S-AA79 (BK/WH), harness side and ground.  A0003773 • **Are the resistances greater than 10,000 ohms?**	**Yes** INSTALL a new driver door latch. REFER to Front Door Handle in this section. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
E5 CHECK DDM FOR AN INTERNAL SHORT TO GROUND	
• Connect: DDM C501c. • Disconnect: Driver Door Latch C525. • Measure the resistance between the driver door latch C525-7, circuit 31S-AA78 (BK/BU), harness side and ground; and between the driver door latch C525-5, circuit 31S-AA79 (BK/WH), harness side and ground.  A0003772 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to E6 . **No** GO to E9 .
E6 CHECK CIRCUIT 31-AA58 (BK) FOR AN OPEN	

• Measure the resistance between the driver door latch C525-6, circuit 31-AA58 (BK), harness side and ground.  A0004114 • **Is the resistance less than 5 ohms?**	**Yes** GO to E7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
E7 CHECK DRIVER SET AND RESET SWITCH	
• Connect: Driver Door Latch C525. • Disconnect: DDM C501c. • Measure the resistance between the DDM C501c-16, circuit 31S-AA78 (BK/BU), harness side and ground, while turning the key cylinder to the SET position; and between the DDM C501c-17, circuit 31S-AA79 (BK/WH), harness side and ground, while turning the key cylinder to the RESET position.  A0003773 • **Are the resistances less than 5 ohms?**	**Yes** GO to E9 . **No** GO to E8 .
E8 CHECK CIRCUITS 31S-AA78 (BK/BU) AND 31S-AA79 (BK/WH) FOR AN OPEN	
• Disconnect: Driver Door Latch C525. • Measure the resistance between the DDM C501c-16, circuit 31S-AA78 (BK/BU), harness side and the driver door latch C525-7, circuit 31S-AA78 (BK/BU), harness side; and between the DDM C501c-17, circuit 31S-AA79 (BK/WH), harness side and the driver door latch C525-5, circuit 31S-AA79 (BK/WH), harness side.  A0004115 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new driver door latch. REFER to Front Door Handle in this section. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
E9 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
	Yes
	INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation.

• Connect all DDM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test F: A Single Door Lock Is Inoperative Driver Door

Normal Operation

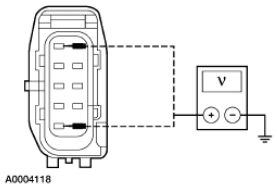
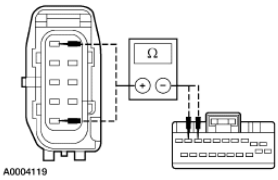
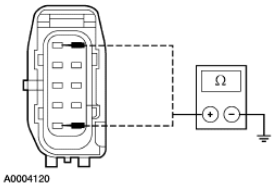
The driver door module (DDM) receives lock/unlock inputs from the driver door lock control switch, passenger door lock control switch (through the rear electronic module), remote transmitter or keyless entry keypad. The DDM will then lock/unlock the driver door by utilizing circuit 33-AA10 (YE/BK) and circuit 32-AA11 (WH/VT).

Possible Causes

- circuit 33-AA10 (YE/BK) shorted to ground or open
- circuit 32-AA11 (WH/VT) shorted to ground or open
- driver door latch
- DDM

PINPOINT TEST F: A SINGLE DOOR LOCK IS INOPERATIVE DRIVER DOOR

Test Step	Result / Action to Take
F1 CHECK DRIVER DOOR LOCK OPERATION USING ACTIVE COMMANDS	
NOTE: Cycle the key from OFF to ON to enable the switched system power feature. • Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Trigger the DDM driver door lock and driver door unlock active commands on and off. • **Do the DDM driver door lock and driver door unlock active commands operate correctly?**	**Yes** GO to F5 . **No** GO to F2 .
F2 CHECK DDM LOCK AND UNLOCK OUTPUTS USING ACTIVE COMMANDS	
• Key in OFF position. • Disconnect: Driver Door Latch C525. • Key in ON position. • Measure the voltage between the driver door latch C525-2, circuit 33-AA10 (YE/BK), harness side and ground, while triggering the DDM driver door lock active command to ON; and measure the voltage between the driver door latch C525-10, circuit 32-AA11 (WH/VT), harness side and ground, while triggering the DDM driver door unlock active command to ON.	**Yes** INSTALL a new driver door latch. REFER to Front Door Handle in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to F3 .

 A0004118 • **Are the voltages greater than 10 volts?**	
F3 CHECK CIRCUITS 33-AA10 (YE/BK) AND 32-AA11 (WH/VT) FOR AN OPEN	
• Key in OFF position. • Disconnect: DDM C501c. • Measure the resistance between the driver door latch C525-2, circuit 33-AA10 (YE/BK), harness side and the DDM C501c-8, circuit 33-AA10 (YE/BK) harness side; and between the driver door latch C525-10, circuit 32-AA11 (WH/VT) harness side and the DDM C501c-9, circuit 32-AA11 (WH/VT) harness side.  A0004119 • **Are the resistances less than 5 ohms?**	**Yes** GO to F4 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
F4 CHECK CIRCUITS 33-AA10 (YE/BK) AND 32-AA11 (WH/VT) FOR A SHORT TO GROUND	
• Measure the resistance between the driver door latch C525-2, circuit 33-AA10 (YE/BK), harness side and ground; and between the driver door latch C525-10, circuit 32-AA11 (WH/VT), harness side and ground.  A0004120 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to F5 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
F5 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been

	caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test G: More Than One Door Lock Is Inoperative RH Front Door, RH Rear Door And LH Rear Door

Normal Operation

The driver door module (DDM) receives lock/unlock inputs from the driver door lock control switch, remote transmitter or keyless entry keypad. The DDM sends an SCP message to the rear electronic module (REM) for the lock/unlock function.

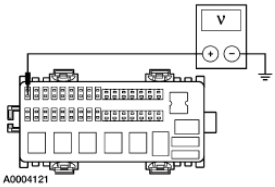
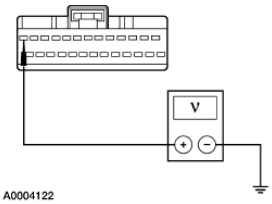
The REM receives lock/unlock input from the DDM and the passenger door lock control switch. The REM will then lock/unlock the passenger doors by utilizing circuit 32-AA1 (WH/RD), circuit 32-AA16 (WH/BK), circuit 33-AA2 (YE/RD) and circuit 33-AA15 (YE/GN). The REM is energize through circuit 29S-DK31 (OG/BK) and grounded through circuit 31-DK30H (BK/OG).

Possible Causes

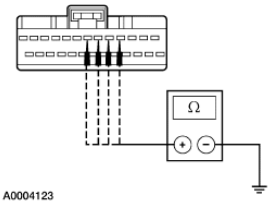
- circuit 29S-DK31 (OG/BK) shorted to ground or open
- circuit 31-DK30 (BK/OG) open
- circuit 32-AA1 (WH/RD) shorted to ground or open
- circuit 32-AA16 (WH/BK) shorted to ground or open
- circuit 33-AA2 (YE/RD) shorted to ground or open
- circuit 33-AA15 (YE/GN) shorted to ground or open
- REM

PINPOINT TEST G: MORE THAN ONE DOOR LOCK IS INOPERATIVE RH FRONT DOOR, RH REAR DOOR AND LH REAR DOOR

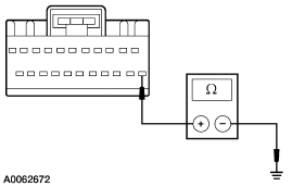
Test Step	Result / Action to Take
G1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST REM	
• Use the recorded REM DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to G2 .
G2 CHECK BATTERY JUNCTION BOX (BJB) FUSE 1 (15A) FOR VOLTAGE	
NOTE: Cycle the key from OFF to ON to enable the switched system power feature. • Disconnect: BJB fuse 1 (15A). • Measure the voltage between the BJB fuse 1 (15A) input cavity, component side and ground.	**Yes** RECONNECT the BJB fuse 1 (15A). GO to G3 . **No** REPAIR the BJB. CLEAR the DTCs. REPEAT the self-test.

 A0004121 • **Is the voltage greater than 10 volts?**	
G3 CHECK CIRCUIT 29S-DK31 (OG/BK) FOR OPEN	
• Key in OFF position. • Disconnect: REM C420c. • Key in ON position. • Measure the voltage between the REM C420c-13, circuit 29S-DK31 (OG/BK), harness side and ground.  A0004122 • **Is the voltage greater than 10 volts?**	**Yes** GO to G4 . **No** REPAIR circuit 29S-DK31 (OG/BK). CLEAR the DTCs. REPEAT the self-test.
G4 CHECK REM OUTPUT USING ACTIVE COMMANDS	
• Key in OFF position. • Connect: REM C420c. • Key in ON position. • Trigger the REM LH rear LOCK, RH rear LOCK, RH rear UNLOCK and LH rear UNLOCK active commands ON and OFF while observing the RH front, RH rear and LH rear latches. • **Do the REM LH rear lock, LH rear unlock, RH rear lock and RH rear unlock active commands operate correctly?**	**Yes** GO to G6 . **No** If only an individual lock does not operate, REFER to Symptom Chart. If two or more do not operate, GO to G5 .
G5 CHECK CIRCUITS 33-AA2 (YE/RD), 32-AA1 (WH/RD), 33-AA15 (YE/GN) AND 32-AA16 (WH/BK) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: REM C420c. • Measure the resistance between the REM connector, harness side and ground as follows: **Connector Pin** | **Circuit**	**Yes** GO to G6 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.

C420c-4	33-AA15 (YE/GN)
C420c-5	33-AA2 (YE/RD)
C420c-6	32-AA1 (WH/RD)
C420c-7	32-AA16 (WH/BK)



- **Are the resistances greater than 10,000 ohms?**

G6 CHECK CIRCUIT 31-DK30H (BK/OG) FOR AN OPEN	
• Disconnect: REM C420b. • Measure the resistance between the REM C420b-12, circuit 31-DK30H (BK/OG), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to G7 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
G7 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test H: More Than One Door Lock Is Inoperative RH Front Door And RH Rear Door

Normal Operation

The driver door module (DDM) receives lock/unlock inputs from the driver door lock control switch, remote transmitter or keyless entry keypad. The DDM sends an SCP message to the rear electronic module (REM) for the lock/unlock function.

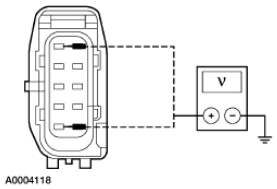
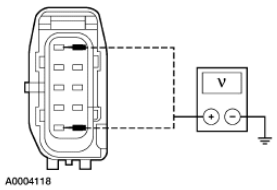
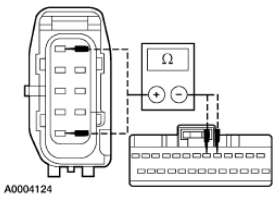
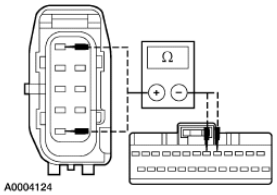
The REM receives lock/unlock input from the DDM and the passenger door lock control switch. The REM will then lock/unlock the RH front door and RH rear door by utilizing circuit 32-AA1 (WH/RD), circuit 33-AA25 (YE/RD), circuit 33-AA2 (YE/RD), circuit 32-AA21 (WH/GN), circuit 33-AA20 (YE/BU) and circuit 32-AA26 (WH/BU).

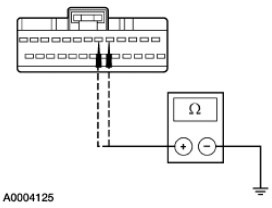
Possible Causes

- circuit 32-AA21 (WH/GN) shorted to ground or open
- circuit 32-AA1 (WH/RD) shorted to ground or open
- circuit 32-AA26 (WH/BU) shorted to ground or open
- circuit 33-AA20 (YE/BU) shorted to ground or open
- circuit 33-AA2 (YE/RD) shorted to ground or open
- circuit 33-AA25 (YE/RD) shorted to ground or open
- door latch (front or rear)
- REM

PINPOINT TEST H: MORE THAN ONE DOOR LOCK IS INOPERATIVE RH FRONT DOOR AND RH REAR DOOR

Test Step	Result / Action to Take
H1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST REM	
• Use the recorded REM DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to H2 .
H2 CHECK REM OUTPUT USING ACTIVE COMMANDS	
• Key in ON position. • Trigger the REM RH rear lock and RH rear unlock active commands ON and OFF while observing the RH front and RH rear lock function. • **Do the REM RH rear lock and RH rear unlock active commands operate correctly?**	**Yes** GO to H6 . **No** GO to H3 .
H3 CHECK REM OUTPUT TO RH FRONT AND RH REAR LATCHES	
NOTE: Disconnect the inoperative door latch. If both doors are inoperative you must disconnect both latches. • Key in OFF position. • Disconnect: RH Rear Door Latch C804. • Disconnect: RH Front Door Latch C609. • Key in ON position. • Measure the voltage between the RH front door latch C609-2, circuit 33-AA20 (YE/BU), harness side and ground, while triggering the REM RH front door lock active command to ON; and measure the voltage between the RH front door latch C609-10, circuit 32-AA21 (WH/GN), harness side and ground, while triggering the REM RH front door unlock active command to ON.	**Yes** INSTALL a new door latch(es). REFER to Front Door Handle or Rear Door Handle in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to H4 .

 A0004118 • Measure the voltage between the RH rear door latch C804-2, circuit 33-AA25 (YE/RD), harness side and ground, while triggering the REM RH rear door lock active command to ON; and measure the voltage between RH rear door latch C804-10, circuit 32-AA26 (WH/BU), harness side and ground, while triggering the REM RH rear door unlock active command to ON.  A0004118 • **Are the voltages greater than 10 volts?**	
H4 CHECK CIRCUITS 33-AA20 (YE/BU), 32-AA21 (WH/GN), 33-AA2 (YE/RD), 32-AA1 (WH/RD), 32-AA26 (WH/BU) AND 33-AA25 (YE/RD) FOR AN OPEN	
• Key in OFF position. • Disconnect: REM C420c. • Measure the resistance between the RH front door latch C609-2, circuit 33-AA20 (YE/BU), harness side and the REM C420c-5, circuit 33-AA2 (YE/RD), harness side; and between the RH front door latch C609-10, circuit 32-AA21 (WH/GN), harness side and the REM C420c-6, circuit 32-AA1 (WH/RD), harness side.  A0004124 • Measure the resistance between the RH rear door latch C804-2, circuit 33-AA25 (YE/RD), harness side and the REM C420c-5, circuit 33-AA2 (YE/RD), harness side; and between the RH rear door lock latch C804-10, circuit 32-AA26 (WH/BU), harness side and the REM C420c-6, circuit 32-AA1 (WH/RD), harness side.  A0004124 • **Are the resistances less than 5 ohms?**	**Yes** GO to H5 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.

H5 CHECK CIRCUITS 33-AA2 (YE/RD) AND 32-AA1 (WH/RD) FOR SHORT TO GROUND	
• Measure the resistance between the REM C420c-5, circuit 33-AA2 (YE/RD) harness side and ground; and between the REM C420c-6, circuit 32-AA1 (WH/RD), harness side and ground.  • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to H6 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
H6 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test I: A Single Door Lock Is Inoperative LH Rear Door

Normal Operation

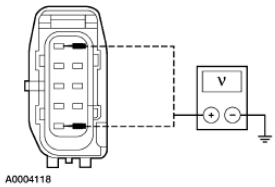
The driver door module (DDM) receives lock/unlock inputs from the driver door lock control switch, remote transmitter or keyless entry keypad. The DDM sends an SCP message to the rear electronic module (REM) for the lock/unlock function.

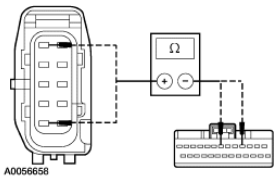
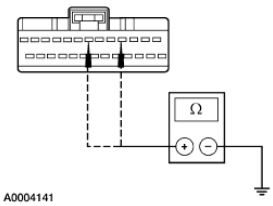
The REM receives lock/unlock input from the DDM and the passenger door lock control switch. The REM will then lock/unlock the LH rear door by utilizing circuit 32-AA16 (WH/BK) and circuit 33-AA15 (YE/GN).

Possible Causes

- circuit 32-AA16 (WH/BK) shorted to ground or open
- circuit 33-AA15 (YE/GN) shorted to ground or open
- rear door latch
- REM

PINPOINT TEST I: A SINGLE DOOR LOCK IS INOPERATIVE LH REAR DOOR

Test Step	Result / Action to Take
I1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST REM	
• Use the recorded REM DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to I2 .
I2 CHECK REM OUTPUT USING ACTIVE COMMANDS	
• Key in ON position. • Trigger the REM LH rear lock and LH rear unlock active commands ON and OFF while observing the LH rear lock function. • **Do the REM LH rear lock and LH rear unlock active commands operate correctly?**	**Yes** GO to I6 . **No** GO to I3 .
I3 CHECK REM OUTPUT TO LH REAR LATCH	
• Key in OFF position. • Disconnect: LH Rear Door Latch C704. • Key in ON position. • Measure the voltage between the LH rear door latch C704-2, circuit 33-AA15 (YE/GN), harness side and ground, while triggering the REM LH rear door lock active command to ON; and measure the voltage between the LH rear door latch C704-10, circuit 32-AA16 (WH/BK), harness side and ground, while triggering the REM LH rear door unlock active command to ON.  • **Are the voltages greater than 10 volts?**	**Yes** INSTALL a new rear door latch. REFER to Rear Door Handle in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to I4 .
I4 CHECK CIRCUITS 33-AA15 (YE/GN) AND 32-AA16 (WH/BK) FOR AN OPEN	
• Key in OFF position. • Disconnect: REM C420c. • Measure the resistance between the LH rear door latch C704-2, circuit 33-AA15 (YE/GN), harness side and the REM C420c-4, circuit 33-AA15 (YE/GN), harness side; and between the LH rear door latch C704-10, circuit 32-AA16 (WH/BK), harness side and the REM C420c-7, circuit 32-AA16 (WH/BK), harness side.	**Yes** GO to I5 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.

 A0056658 • **Are the resistances less than 5 ohms?**	
I5 CHECK CIRCUITS 33-AA15 (YE/GN) AND 32-AA16 (WH/BK) FOR A SHORT TO GROUND	
• Measure the resistance between the REM C420c-4, circuit 33-AA15 (YE/GN), harness side and ground; and between the REM C420c-7, circuit 32-AA16 (WH/BK), harness side and ground.  A0004141 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to I6 . **No** REPAIR the circuit(s) in question. CLEAR the DTCs. REPEAT the self-test.
I6 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test J: The Doors Do Not Lock/Unlock Using The Keyless Entry Keypad

Normal Operation

When a button is pressed on the keyless entry keypad, a signal is sent to the driver door module (DDM) to activate the function requested. A code is entered to unlock the driver door. A code plus 3/4 button will unlock all doors. Pressing 7/8 plus 9/0 will lock all doors.

Possible Causes

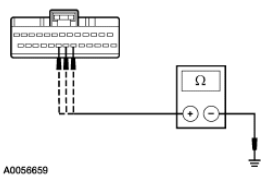
- B1526 keyless entry circuit short to ground
- circuit 7-AA70 (YE/GN) shorted to ground or open
- circuit 8-AA70 (WH/GN) shorted to ground or open
- circuit 9-AA70 (BN/GN) open
- circuit 10-AA70 (GY/OG) shorted to ground or open
- keyless entry keypad
- DDM

PINPOINT TEST J: THE DOORS DO NOT LOCK/UNLOCK USING THE KEYLESS ENTRY KEYPAD

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>J1 CHECK THE LOCK/UNLOCK OPERATION FROM THE DRIVER DOOR LOCK CONTROL SWITCH</td><td></td></tr>
<tr><td>• Lock and unlock all the doors using the driver door lock control switch.
• Do all the doors lock and unlock correctly?</td><td>Yes
GO to J2 .

No
REFER to the Symptom Chart to diagnose the inoperative function.</td></tr>
<tr><td>J2 CHECK THE DIAGNOSTIC TROUBLE CODE (DTCS)</td><td></td></tr>
<tr><td>• Refer to the recorded results from the DDM self-test.
• Is DTC B1526 recorded?</td><td>Yes
GO to J3 .

No
GO to J5 .</td></tr>
<tr><td>J3 CHECK THE KEYLESS ENTRY KEYPAD INPUT TO THE DDM FOR A SHORT TO GROUND</td><td></td></tr>
<tr><td>• Key in OFF position.
• Disconnect: DDM C501d.
• Measure the resistance between each DDM C501d pin, harness side and ground using the following chart:

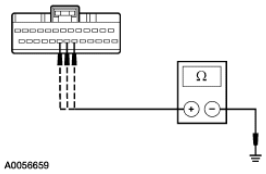
<table><tr><th>DDM C501d</th><th>Circuit</th></tr><tr><td>19</td><td>8-AA70 (WH/GN)</td></tr><tr><td>20</td><td>10-AA70 (GY/OG)</td></tr><tr><td>21</td><td>7-AA70 (YE/GN)</td></tr></table>
 

• Is each resistance greater than 10,000 ohms?</td><td>Yes
GO to J9 .

No
GO to J4 .</td></tr>
<tr><td>J4 CHECK THE KEYLESS ENTRY KEYPAD FOR A SHORT TO GROUND</td><td></td></tr>
</table>

<table>
<tr>
<td>
• Disconnect: Keyless Entry Keypad C500.
• Measure the resistance between each DDM C501d pin, harness side and ground using the following chart:

<table>
<tr><th>DDM C501d</th><th>Circuit</th></tr>
<tr><td>19</td><td>8-AA70 (WH/GN)</td></tr>
<tr><td>20</td><td>10-AA70 (GY/OG)</td></tr>
<tr><td>21</td><td>7-AA70 (YE/GN)</td></tr>
</table>



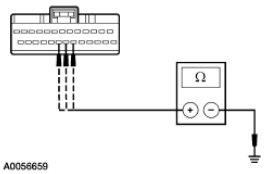
• Is each resistance greater than 10,000 ohms?
</td>
<td>
Yes
INSTALL a new keyless entry keypad. REFER to Keyless Entry Keypad in this section. TEST the system for normal operation.

No
REPAIR the circuit(s). TEST the system for normal operation.
</td>
</tr>
<tr>
<td>J5 CHECK THE FACTORY KEYLESS CODE</td>
<td></td>
</tr>
<tr>
<td>
• Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM key code PID.
• Record the code.
• Does the recorded code match the code on the factory sticker or wallet card?
</td>
<td>
Yes
GO to J6 .

No
CHECK the operation of the factory code retrieved from the DDM. If OK, NOTIFY customer of the correct code. If still inoperative, REPEAT the DDM self-test and GO to J6 .
</td>
</tr>
<tr>
<td>J6 CHECK THE KEYLESS ENTRY KEYPAD OPERATION</td>
<td></td>
</tr>
<tr>
<td>
• Key in OFF position.
• Disconnect: DDM C501d.
• Measure the resistance between each DDM C501d pin, harness side and ground while pressing the associated keyless entry keypad button using the following chart:

<table>
<tr><th>DDM C501d</th><th>Circuit</th><th>Keypad Buttons</th></tr>
<tr><td>19</td><td>8-AA70 (WH/GN)</td><td>1/2, 3/4 and 5/6</td></tr>
<tr><td>20</td><td>10-AA70 (GY/OG)</td><td>5/6 and 7/8</td></tr>
<tr><td>21</td><td>7-AA70 (YE/GN)</td><td>3/4 and 9/0</td></tr>
</table>
</td>
<td>
Yes
GO to J9 .

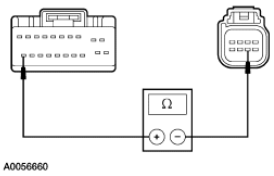
No
GO to J7 .
</td>
</tr>
</table>



- **Is each resistance less than 5 ohms with the associated button pressed?**

J7 CHECK CIRCUIT 9-AA70 (BN/GN) FOR AN OPEN

- Disconnect: DDM C501c.
- Disconnect: Keyless Entry Keypad C500.
- Measure the resistance between the keyless entry keypad C500-6, circuit 9-AA70 (BN/GN), harness side and the DDM C501c-20, circuit 9-AA70 (BN/GN), harness side.



- **Is the resistance less than 5 ohms?**

Yes
GO to J8 .

No
REPAIR the circuit. TEST the system for normal operation.

J8 CHECK THE KEYLESS ENTRY KEYPAD CIRCUITS FOR AN OPEN

- Measure the resistance between each DDM C501d pins, harness side and the associated keyless entry keypad C500 pins using the following chart:

DDM C501d	Circuit	Keyless Entry Keypad C500
pin 19	8-AA70 (WH/GN)	pin 1
pin 20	10-AA70 (GY/OG)	pin 3
pin 21	7-AA70 (YE/GN)	pin 7

- **Is each resistance less than 5 ohms?**

Yes
INSTALL a new keyless entry keypad. REFER to Keyless Entry Keypad in this section. TEST the system for normal operation.

No
REPAIR the circuit. TEST the system for normal operation.

J9 CHECK FOR CORRECT DDM OPERATION

- Disconnect all DDM connectors.
- Check for:

Yes
INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal

• corrosion • pushed-out pins	operation.
• Connect all DDM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test K: The Doors Do Not Lock/Unlock Using The Remote Transmitter

Normal Operation

Remote locking and unlocking of the doors is accomplished by the driver door module (DDM) receiving a command message from the remote transmitter. The DDM processes the command and sends a signal directly to the driver door latch. The DDM sends a message through the SCP network to the rear electronic module (REM) which drives the passenger door latches. Fault management disables the remote locking and unlocking feature in the event of an ignition switch or PRNDL invalid or missing message to the DDM.

Possible Causes

- remote transmitter battery
- remote transmitter programming
- DDM

PINPOINT TEST K: THE DOORS DO NOT LOCK/UNLOCK USING THE REMOTE TRANSMITTER

Test Step	Result / Action to Take
K1 CHECK THE DOOR LOCKS AT THE DRIVER DOOR LOCK CONTROL SWITCH	
• Check the locks from the driver door lock control switch. • **Do the doors lock and unlock?**	**Yes** GO to K2 . **No** Go To Pinpoint Test C to diagnose the inoperative door locks from the driver door lock control switch.
K2 CHECK REMOTE TRANSMITTER BUTTONS WITH DIAGNOSTIC TOOL	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the lock, then the unlock button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does the data received indicate LOCK, then UNLOCK?**	**Yes** GO to K5 . **No** GO to K3 .

K3 CHECK THE BATTERY IN THE REMOTE TRANSMITTER	
• Install a new battery in the remote transmitter. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the lock, then the unlock button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does the data received indicate LOCK, then UNLOCK?**	**Yes** TEST all remote transmitter functions. CLEAR the DTCs. REPEAT the self-test. **No** GO to K4 .
K4 CHECK THE PROGRAMMING OF THE REMOTE TRANSMITTER	
• Reprogram all the remote transmitters. REFER to Remote Transmitter Programming in this section. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the lock, then the unlock button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does the data received indicate LOCK, then UNLOCK?**	**Yes** Fault found as remote transmitter not programmed. CLEAR the DTCs. REPEAT the self-test. **No** PROGRAM a new remote transmitter to the vehicle. REFER to Remote Transmitter Programming in this section. CLEAR the DTCs. REPEAT the self-test.
K5 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test L: Panic Feature Is Inoperative

Normal Operation

When the panic button on the remote transmitter is pressed, it sends a signal to the driver door module (DDM) which sends the information to the front electronic module (FEM) to activate the alarm.

Possible Causes

- remote transmitter battery
- remote transmitter programming
- DDM

PINPOINT TEST L: PANIC FEATURE IS INOPERATIVE

Test Step	Result / Action to Take
L1 CHECK FEM INPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM panic PID. • Press the PANIC button while monitoring the FEM panic PID. • **Does the FEM panic PID indicate PANIC?**	**Yes** REFER to Section 419-01 to diagnose the alarm. **No** GO to L2 .
L2 CHECK THE REMOTE TRANSMITTER LUGGAGE COMPARTMENT LID RELEASE BUTTON WITH THE DIAGNOSTIC TOOL	
• Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the luggage compartment lid release button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does last received data indicate TRUNK?**	**Yes** GO to L5 . **No** GO to L3 .
L3 CHECK THE BATTERY IN THE REMOTE TRANSMITTER	
• Install a new battery in the remote transmitter. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the luggage compartment lid release button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does last received data indicate TRUNK?**	**Yes** TEST all remote transmitter functions. CLEAR the DTCs. REPEAT the self-test. **No** GO to L4 .
L4 CHECK THE PROGRAMMING OF THE REMOTE TRANSMITTER	
• Reprogram the remote transmitter. Refer to Remote Transmitter Programming in this section. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM	**Yes** The remote transmitter was not programmed. CLEAR the DTCs. REPEAT the self-test. **No** PROGRAM a new remote transmitter to the

FUNCTION TEST TIC/DATA. • Press the luggage compartment lid release button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does last received data indicate TRUNK?**	vehicle. REFER to Remote Transmitter Programming in this section. CLEAR the DTCs. REPEAT the self-test.
L5 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test M: The Autolock Does Not Operate Correctly

Normal Operation

The autolocking function will cause the vehicle to initially automatically lock all doors when all of the following conditions are concurrently met during the current key cycle:

- all doors are closed
- autolocking function is active
- key in ON position
- transmission in DRIVE or REVERSE
- vehicle speed exceeds 5 kph (3.10 mph)

After the initial activation of autolocking and at least one door has been opened, autolocking will be activated again if the following conditions are concurrently met:

- all doors are closed
- autolocking function is active
- key in ON position
- transmission in DRIVE or REVERSE
- vehicle speed exceeds 5 kph (3.10 mph)

Possible Causes

- Door ajar switches
- DDM
- Vehicle speed sensor (VSS) message from ABS module
- Digital transmission range sensor message from the powertrain control module (PCM)

PINPOINT TEST M: THE AUTOLOCK DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take

M1 CHECK DRIVER DOOR AJAR PID	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Close all doors and luggage compartment lid. • Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM driver door ajar PID. • **Does the FEM driver door ajar PID read AJAR?**	**Yes** REFER to Section 417-02 to diagnose the door ajar switch. **No** GO to M2 .
M2 CHECK THE RH FRONT DOOR AJAR PID	
• Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM RH front door ajar PID. • **Does the FEM RH front door ajar PID read AJAR?**	**Yes** REFER to Section 417-02 to diagnose the door ajar switch. **No** GO to M3 .
M3 CHECK LH REAR DOOR AJAR PID	
• Enter the following diagnostic mode on the diagnostic tool: Monitor the REM LH rear door ajar PID. • **Does the REM LH rear door ajar PID read AJAR?**	**Yes** REFER to Section 417-02 to diagnose the door ajar switch. **No** GO to M4 .
M4 CHECK RH REAR DOOR AJAR PID	
• Enter the following diagnostic mode on the diagnostic tool: Monitor the REM RH rear door ajar PID. • **Does the REM RH rear door ajar PID read AJAR?**	**Yes** REFER to Section 417-02 to diagnose the door ajar switch. **No** GO to M5 .
M5 CHECK LUGGAGE COMPARTMENT LID AJAR	

PID	
• Enter the following diagnostic mode on the diagnostic tool: Monitor the REM luggage compartment lid ajar PID. • **Does the REM luggage compartment lid ajar PID read AJAR?**	**Yes** REFER to Section 417-02 to diagnose the door ajar switch. **No** GO to M6 .
M6 CHECK IGNITION SWITCH POSITION STATUS	
• Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM ignition switch position PID. • Enter the following diagnostic mode on the diagnostic tool: Monitor the FEM vehicle speed sensor (VSS) PID. • Enter the following diagnostic mode on the diagnostic tool: Monitor the PCM digital transmission range sensor PID. • **Are the FEM and PCM PIDs correct?**	**Yes** GO to M7 . **No** If the FEM ignition switch position PID is incorrect, REFER to Section 211-00 to diagnose the ignition switch. If the FEM VSS PID is incorrect, REFER to Section 206-09 to diagnose VSS signal. If the PCM digital transmission range sensor PID is incorrect, REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual to diagnose the digital transmission range sensor.
M7 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test N: The Smart Lock Does Not Operate Correctly

Normal Operation

The smart locking function helps prevent the driver from locking the keys in the vehicle. With the driver or passenger door ajar, the key in the ignition and the driver door lock control switch is pressed, all doors will

lock then the driver door will unlock. With the driver or passenger door ajar, the key in the ignition and the passenger door lock control switch pressed, all the doors lock, then all the doors will unlock.

Possible Causes

- Driver door ajar switch
- Passenger door ajar switch
- DDM

PINPOINT TEST N: THE SMART LOCK DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
N1 CHECK COURTESY LIGHTS	
• Open the driver door. • **Do the courtesy lights illuminate?**	**Yes** GO to N2 . **No** REFER to Section 417-02 to diagnose the interior lighting.
N2 CHECK WARNING CHIMES	
• Key in ON position. • Open the driver door. • **Do the warning chimes operate?**	**Yes** GO to N3 . **No** REFER to Section 413-00 to diagnose the chime.
N3 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test O: The Luggage Compartment Lid Is Inoperative Using The Remote Transmitter

Normal Operation

When the luggage compartment lid release button on the remote transmitter is pressed it sends a signal to the driver door module (DDM) which sends a message through the SCP network to the rear electronic module (REM) to energize the luggage compartment lid actuator.

Possible Causes

- remote transmitter battery
- remote transmitter programming
- remote transmitter association with a memory position
- DDM

PINPOINT TEST O: THE LUGGAGE COMPARTMENT LID IS INOPERATIVE USING THE REMOTE TRANSMITTER

Test Step	Result / Action to Take
NOTE: The luggage compartment lid key cylinder will not arm/disarm the perimeter alarm. Once armed, the perimeter alarm can only be disarmed using the remote transmitter or the driver set/reset switch.	
O1 TEST THE LUGGAGE COMPARTMENT LID REMOTE SWITCH	
• Press the luggage compartment lid remote switch. • **Did the luggage compartment lid open?**	**Yes** GO to O2 . **No** Go To Pinpoint Test A to diagnose the inoperative luggage compartment lid from the remote switch.
O2 CHECK THE REMOTE TRANSMITTER LUGGAGE COMPARTMENT LID RELEASE BUTTON WITH THE DIAGNOSTIC TOOL	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the luggage compartment lid release button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does last received data indicate TRUNK?**	**Yes** GO to O5 . **No** GO to O3 .
O3 CHECK THE BATTERY IN THE REMOTE TRANSMITTER	
• Install a new battery in the remote transmitter. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the luggage compartment lid release button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does last received data indicate TRUNK?**	**Yes** TEST all remote transmitter functions. CLEAR the DTCs. REPEAT the self-test. **No** GO to O4 .
O4 CHECK THE PROGRAMMING OF THE	

REMOTE TRANSMITTER	
• Reprogram all the remote transmitters. Refer to Remote Transmitter Programming in this section. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the luggage compartment lid release button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does last received data indicate TRUNK?**	**Yes** The remote transmitter was not programmed. CLEAR the DTCs. REPEAT the self-test. **No** PROGRAM a new remote transmitter to the vehicle. REFER to Remote Transmitter Programming in this section. CLEAR the DTCs. REPEAT the self-test.
O5 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Pinpoint Test P: The Memory Seat Does Not Operate Correctly Using The Remote Transmitter

Normal Operation

When the UNLOCK button on the remote transmitter is pressed it sends a signal to the DDM to initiate the memory seat function if the transmitter has been associated with a memory position.

Possible Causes

- remote transmitter battery
- remote transmitter programming
- remote transmitter association with a memory position
- DDM

PINPOINT TEST P: THE MEMORY SEAT DOES NOT OPERATE CORRECTLY USING THE REMOTE TRANSMITTER

Test Step	Result / Action to Take
P1 CHECK THE MEMORY SET SWITCH	
• Make sure the key is in the key lock cylinder. • Operate the memory seat using the memory set switch.	**Yes** GO to P2 . **No** REFER to Section 501-10 to diagnose the memory set switch.

• **Does the memory seat operate correctly?**	
P2 CHECK THE REMOTE TRANSMITTER BUTTONS WITH THE DIAGNOSTIC TOOL	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the lock, then the unlock button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does the data received indicate LOCK, then UNLOCK?**	**Yes** GO to P5 . **No** GO to P3 .
P3 CHECK THE BATTERY IN REMOTE TRANSMITTER	
• Install a new battery in the remote transmitter. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the lock, then the unlock button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does the data received indicate LOCK, then UNLOCK?**	**Yes** TEST all the remote transmitter functions. CLEAR the DTCs. REPEAT the self-test. **No** GO to P4 .
P4 CHECK THE PROGRAMMING OF THE REMOTE TRANSMITTER	
• Reprogram all the remote transmitters. Refer to Remote Transmitter Programming in this section. • Enter the following diagnostic mode on the diagnostic tool: Monitor the DDM FUNCTION TEST TIC/DATA. • Press the lock, then the unlock button on the remote transmitter while monitoring the DDM FUNCTION TEST TIC/DATA. • **Does the data received indicate LOCK, then UNLOCK?**	**Yes** The remote transmitter was not programmed. CLEAR the DTCs. REPEAT the self-test. **No** PROGRAM a new remote transmitter to the vehicle. REFER to Remote Transmitter Programming in this section. CLEAR the DTCs. REPEAT the self-test.
P5 CHECK THAT REMOTE TRANSMITTER IS ASSOCIATED WITH A MEMORY POSITION	
	Yes The system is operating correctly at this time. Concern

• Activate the remote transmitter memory recall feature. • Position the seat, mirrors, steering column and adjustable pedals to the desired positions. • **Does the remote transmitter operate correctly?**	may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation. **No** GO to P6 .
P6 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all DDM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

Remote Transmitter Programming

Printable View (9 KB)

NOTE: All keyless entry remote transmitters must be programmed at the same time.

1. Turn the ignition switch from OFF to RUN 8 times within 10 seconds, ending in RUN. If the module has successfully entered program mode, it will lock and then unlock all doors.

2. Within 20 seconds, press any button on a keyless entry remote transmitter, and the doors will lock and then unlock to confirm that each keyless entry remote transmitter has been programmed. Repeat this step for each transmitter.

3. If the door locks do not respond for any keyless entry remote transmitter, wait several seconds and press the button again. If the door locks still fail to respond, refer to Locks, Latches and Entry Systems in this section.

4. Turn the ignition switch to the OFF position, or wait up to 20 seconds after Step 2, to exit program mode. If a keyless entry remote transmitter has been programmed (or reprogrammed), the doors will lock and unlock one last time to confirm.

Hood Latch Printable View (163 KB)

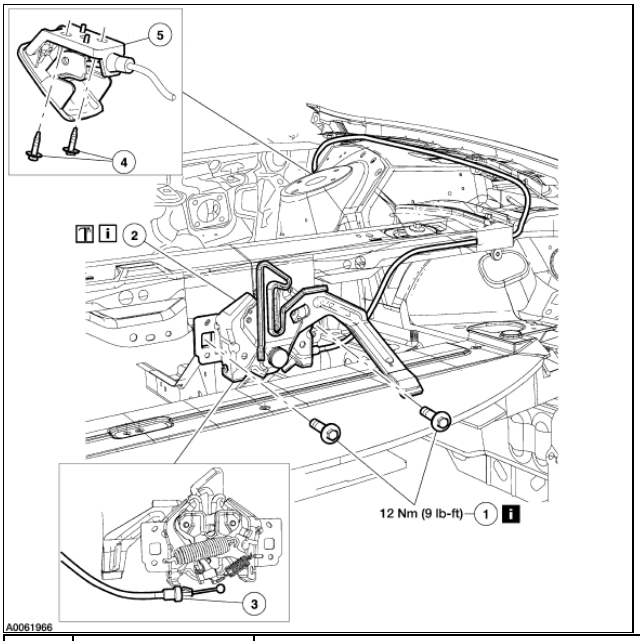
Material

Item	Specification
Multi-Purpose Grease Spray XL-5	ESB-M1C93-B

1. To remove the individual components, only carry out the listed steps.

Component	Steps
Hood latch	1-3
Hood latch release cable assembly	1-5

2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	N808727-S	Hood latch bolts (two required) Removal Note
2	011403	Hood latch Installation Note
3	-	Hood latch release cable (part of 16B975)
4	-	Hood latch release handle screws (two required)
5	16B975	Hood latch release handle and cable assembly

3. To install, reverse the removal procedure.

Item 1: Hood Latch Bolts Removal Note

1. Mark the hood latch prior to removal of the bolts.

Item 2: Hood Latch Installation Note

1. When a new hood latch is installed, latch adjustment must be checked to make sure the latch was installed correctly.

Front Door Handle

Printable View (173 KB)

Special Tool(s)

ST1132-A	Heavy Duty Riveter 501-D011 (D80L-23200-A)

Material

Item	Specification
Multi-Purpose Grease Spray XL-5	ESB-M1C93-B

NOTE: Passenger side shown, driver side similar.

1. Remove the front door trim panel. For additional information, refer to Section 501-01 .

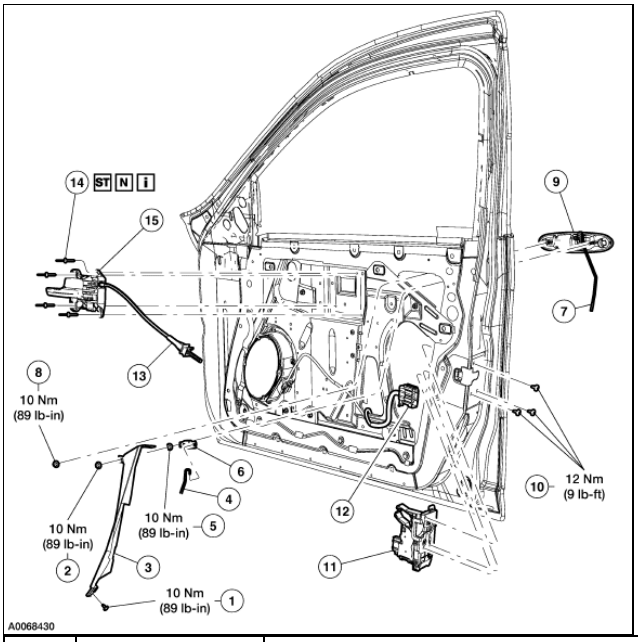
2. **NOTE:** When a new lock cylinder is installed, the luggage compartment lid lock cylinder and ignition lock cylinder should be installed as a set. This will eliminate carrying an extra key which will fit only one lock. If a new key is to be used, the new key code number is stamped on a metal tag attached to the key.

   NOTE: Individual lock cylinders are repaired by discarding the inoperative cylinder and building a new lock cylinder using the appropriate lock repair package. The lock repair package includes a detailed instruction sheet to build the new lock cylinder to the current key code of the vehicle.

   To remove individual components, only carry out the listed steps.

Component	Steps
Exterior door handle	1- 3, 5, 7-9
Door lock cylinder	1- 6
Front door latch	1-4, 7, 10-13
Interior door handle	1-4, 7, 10-15

3. Remove the components in the order indicated in the following illustration and table.

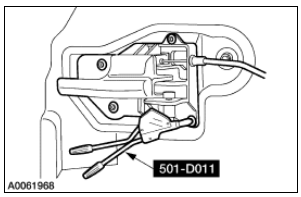


Item	Part Number	Description
1	N811471	Screw (one required)
2	N621906-S	Nut (one required)
3	21978 / 21979	Front door latch shield
4	219A64	Lock cylinder actuating rod (if equipped)
5	N621906-S	Nut (one required)
6	21991	Door lock cylinder (if equipped)
7	22152	Exterior door handle actuating rod
8	N621906-S	Nut (one required)
9	21812	Exterior front door handle
10	N81147-S	Screws (three required)
11	54218B18	Front door latch
12	14A099	Electrical connector
13	5421818	Interior front door handle cable
14	-	Interior front door handle rivets (four required) Installation Note
15	5421818	Interior front door handle

4. To install, reverse the removal procedure.

Item 14: Interior Front Door Handle Rivets Installation Note

1. Use special tool to install the new rivets.



Rear Door Handle

Printable View (108 KB)

Material

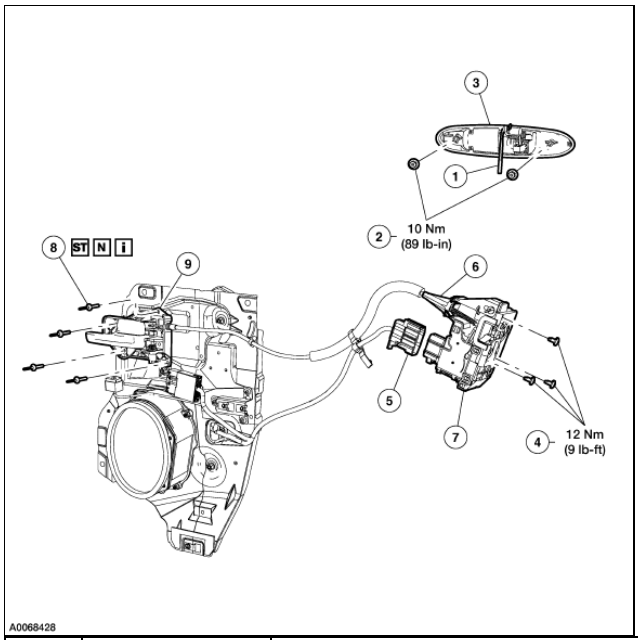
Item	Specification
Multi-Purpose Grease Spray F5AZ-19G209-AA	ESR-M1C159-A

1. Remove the rear door trim panel. For additional information, refer to Section 501-01 .

2. To remove the individual components, only carry out the listed steps.

Component	Steps
Exterior door handle	1-3
Rear door latch	1, 4-7
Interior door handle	1, 4-9

3. Remove the components in the order indicated in the following illustration and table.



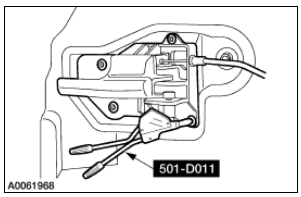
Item	Part Number	Description
1	5422400	Exterior rear door handle actuating rod
2	N621906	Nuts (two required)
3	5422400	Exterior door handle
4	11471	Screw (three required)
5	14A464	Electrical connector
6	5421B18	Rear door actuating cable
7	5421812	Rear door latch

8	5403A28A	Interior rear door handle rivets (four required) Installation Note
9	5421818	Interior rear door handle

4. To install, reverse the removal procedure.

Item 8: Interior Rear Door Handle Rivets Installation Note

1. Use the special tool to install the new rivets.



Luggage Compartment Lid Latch

Printable View (132 KB)

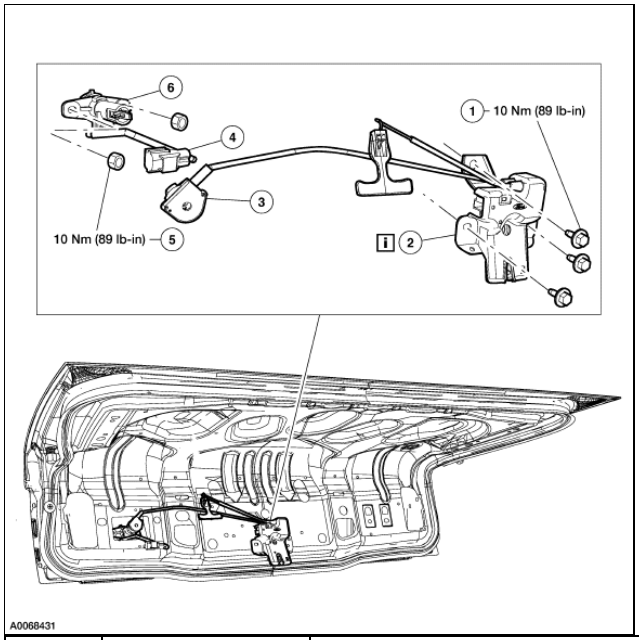
Material

Item	Specification
Multi-Purpose Grease Spray XL-5	ESB-M193-B

1. Remove the luggage compartment lid trim panel.
2. To remove the individual components, only carry out the listed steps.

Component	Steps
Luggage compartment lid latch	1-3
Luggage compartment lid lock cylinder	4-6

3. Remove the components in the order indicated in the illustration and table.



Item	Part Number	Description
1	W7707795-S	Bolts (three required)
2	7643282	Luggage compartment lid latch Installation Note
3	5422400	Luggage compartment lid actuating cable
4	11471	Electrical connector
5	N806385	Nuts (two required)
6	43262	Luggage compartment lid lock cylinder

4. To install, reverse the removal procedure.

Item 2: Luggage Compartment Lid Latch Installation Note

1. When a new luggage compartment lid latch is installed, latch adjustment must be checked to make sure the latch was installed correctly.

Ignition Lock Cylinder

Printable View (125 KB)

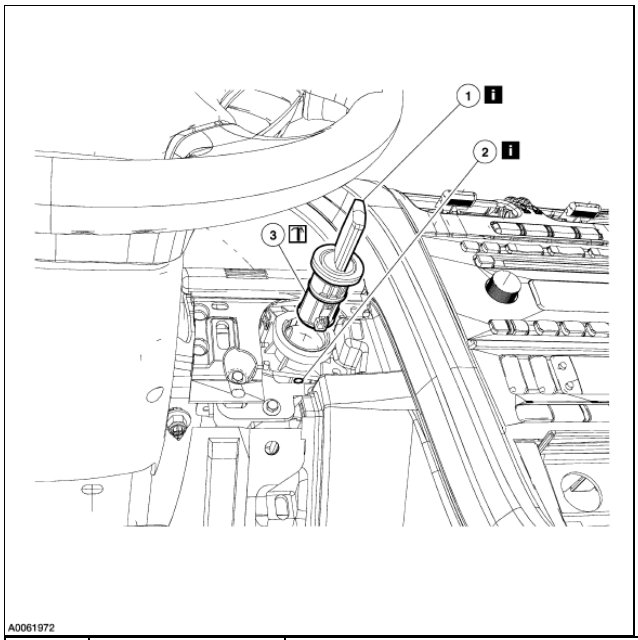
Material

Item	Specification
Multi-Purpose Grease Spray XL-5	ESB-M1C93-B

NOTE: When any new lock cylinder is installed, the luggage compartment lid lock cylinder, the driver door lock cylinder and ignition lock cylinders should be installed as a set. This eliminates carrying an extra key which will fit only one lock. If a new key is used, the new key code number is stamped on a metal tag attached to the key.

NOTE: Individual lock cylinders are repaired by discarding the inoperative cylinder and building a new lock cylinder using the appropriate lock repair package. The lock repair package includes a detailed instruction sheet to build the new lock cylinder to the current key code of the vehicle.

1. Disconnect the battery ground cable and wait at least one minute to allow for depletion of the restraint system back up power supply. For additional information refer to Section 414-00 .
2. Remove the steering column opening finish panel. For additional information, refer to Section 501-01 .
3. Remove the inner instrument finish panel. For additional information, refer to Section 501-01 .
4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	7822053	Ignition key Removal Note
2	-	

		Lock cylinder release button (part of 11583) Removal Note
3	11583	Ignition lock cylinder

Item 1: Ignition Key Removal Note

1. Turn the ignition key to the RUN position.

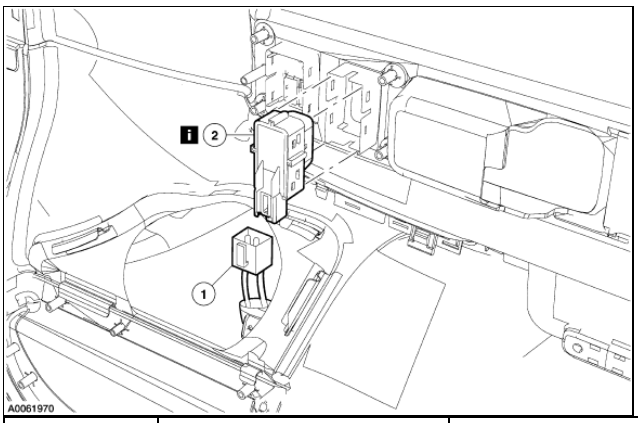
Item 2: Lock Cylinder Button Removal Note

1. Using a small flat-blade screwdriver, press the ignition lock cylinder release button.

Door Lock Control Switch

Printable View (120 KB)

1. Remove the door trim panel. For additional information, refer to Section 501-01 .
2. Remove the components in the order indicated in the illustration and table.

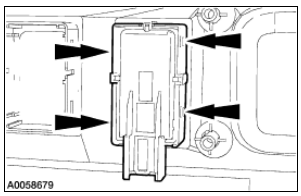


Item	Part Number	Description
1	14A205/14B121	Electrical connector
2	14017	Door lock control switch Removal Note

3. To install, reverse the removal procedure.

Item 2: Door Lock Control Switch Removal Note

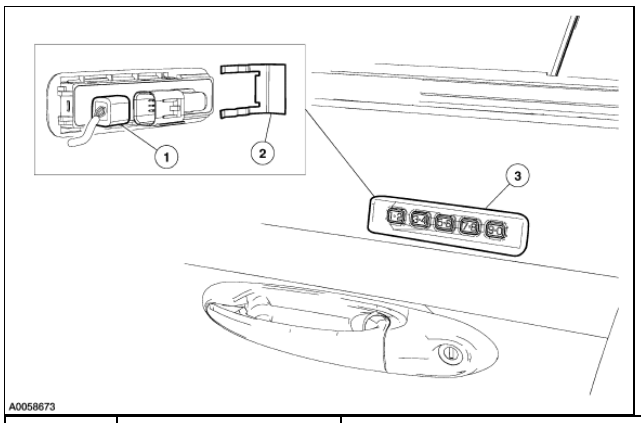
1. Release the switch from the locking tabs.



Keyless Entry Keypad

Printable View (47 KB)

1. Remove the front door trim panel. For additional information, refer to Section 501-01 .
2. Remove the components in the order indicated in the illustration and table.



Item	Part Number	Description
1	-	Electrical connector (part of 14K138)
2	-	Retaining clip (part of 14A626)
3	14A626	Keyless entry keypad

3. To install, reverse the removal procedure.

Safety Belt System Component Location Index

Printable View (138 KB)

Printable View (7 KB)

Torque Specifications

Description	Nm	lb-ft	lb-in
D-ring bolt	40	30	
Front safety belt anchor nut	40	30	
Front seat safety belt buckle bolt	40	30	
Rear seat safety belt buckle nut(s)	48	35	
Rear safety belt anchor bolt	40	30	
Safety belt retractor bolt	40	30	
Safety belt shoulder height adjuster bolts	40	30	
Child safety seat tether anchor bolt	20	15	
Child safety seat tether anchor LATCH	10		89

Safety Belt System

Printable View (20 KB)

⚠ WARNING: All safety belt assemblies including retractors, buckles, front seat belt buckle support assemblies (slide bar), if equipped, shoulder belt height adjusters, if equipped, child safety seat tether bracket assemblies, if equipped, and attaching hardware should be inspected after any collision. Ford recommends new safety belt assemblies be installed unless a qualified technician finds the assemblies show no damage and operate correctly. Safety belt assemblies not in use during a collision should also be inspected and new assemblies installed if either damage or incorrect operation is noted.

The Automatic Locking Retractor (ALR) feature of the safety belt retractor must be checked by a qualified technician to verify that the ALR feature for a child seat is functioning properly, in addition to other checks for correct safety belt system function. A belt and retractor assembly must be replaced if the safety belt assembly's "automatic locking retractor" feature or any other safety belt function is not operating properly when inspected according to the functional inspection procedures in the workshop manual. Failure to replace the belt and retractor assembly could increase the risk of injury in collisions.

⚠ WARNING: Each seating position in the vehicle has a specific safety belt assembly which consists of one buckle and one tongue. The safety belt assembly is designed to be used as a pair and is not to be used across seating positions.

⚠ WARNING: Never put a rear-facing child seat on the front seat of a vehicle with a passenger airbag. If the airbag deploys, it can hit the back of the child seat with enough force to cause severe personal injury or death to the infant.

⚠ WARNING: A forward-facing child safety seat should only be placed in the front seat when it is unavoidable. If you must place a forward facing child seat in the front, always move the seat as far back as possible, because the force of the deploying front passenger air bag could cause death or serious injury to the infant. If the vehicle is equipped with a passenger airbag deactivation switch, the passenger airbag must be deactivated.

NOTE: New safety belt buckles, height adjusters, center adjust tongues and belts and retractors can be installed separately. However, if a safety assembly was in use during a collision, a new belt and retractor must be installed as well as the center adjust tongue, and belt and buckle assembly or the center adjust tongue, and the cable and buckle assembly. When installing new safety belts and buckles, height adjusters, safety cables and buckles, center adjust tongues, and belt and retractors, use only the parts specified in the Ford Master Parts Catalogs for the make and model of the vehicle being repaired. Safety belt assemblies must not be interchanged between vehicle models.

The active restraint system consists of:

- front seat safety belt retractor pretensioners with adjustable D-rings.
- front seat safety belt buckles attached to the power seat track bracket.
- rear seat safety belt retractors attached to the C-pillar behind the corner trim panel.
- the rear center safety belt retractor, which is located under the package tray trim.
- the rear LH, RH and center buckle ends, which are secured to the rear floor pan under the rear seat.
- child safety seat tether anchors located in the rear at all three seating positions.
- child safety seat LATCH system located at the rear outboard seating positions, behind the rear seat backrest

When installing new safety belt buckles and/or retractor assemblies, use only the replacement parts specified in the Ford Customer Service Division Master Parts and Accessories Catalog.

Safety Belt Retractor Pretensioners

The front outboard safety belt retractors use a safety belt pretensioner system. This works in conjunction with the front air bag system mounted in the steering wheel and instrument panel. The pretensioner is a pyrotechnic device that removes excess webbing slack from the safety belt. When the front air bags are deployed, the pretensioner deploys in the retractor, removing excess slack from the lap and shoulder safety belt. The pretensioners are activated when the restraints control module (RCM) detects a frontal impact force exceeding a programmed limit. If the vehicle is involved in a collision that results in deployment of the front air bags and safety belt pretensioners, a new driver and passenger seat belt system (including safety belt buckle and pretensioners or safety belt retractor and pretensioners, safety belt retractors, safety belts, buckles and height adjusters), must be installed.

For additional information, refer to Section 501-20B .

Dual Locking Mode Retractors

NOTE: When replacing a dual locking mode retractor, the retractor should be checked to make sure it is not in the automatic locking retractor (ALR) mode after installation in the stowed position.

All outboard continuous-loop, three-point retractor systems, except the driver position, are equipped with the dual locking mode system.

The emergency locking retractor (ELR) mode will allow the occupant freedom of movement, locking tight only on hard braking, hard cornering, or an impact of approximately 8 km/h (5 mph). The ELR mode helps to reduce the forward movement of the driver and passengers. The ELR mode is continuously in operation at all seating positions.

The ALR portion of this system does not allow the occupant freedom of movement. The ALR mode is used when locking a child seat in an outboard seating position or when a tight belt fit is desired. The ALR mode is automatically engaged when the webbing is fully extracted from the retractor and then allowed to retract. As the webbing is retracted back onto the spool, an audible clicking sound is made indicating the retractor is in ALR mode and the webbing will not pull back out of the retractor. To disengage the ALR mode, let the webbing retract back onto the spool. The ALR mode is disengaged when the webbing is free to move out and back into the retractor.

Safety Belt Extension Assembly

In certain cases, the safety belt may be too short even when it is fully extended. About 20 cm (8 inches) can be added to the belt length by using a safety belt extension (611C22). Safety belt extensions are available through the dealership parts department at no cost. Safety belt extensions are only available with black webbing. There is one extension assembly available for the front and rear seating positions.

Use only extensions manufactured by the same supplier as the safety belt. Manufacturer identification is located at the end of the webbing on the label. Also, use the safety belt extension only if the safety belt is too short for you when fully extended. Do not use the extension to change the fit of the shoulder belt across the torso.

Safety Belt Warning System Driver Safety Belt

The driver safety belt incorporates a safety belt warning indicator switch (10B924), warning indicator and chime. The warning indicator and chime are reminders to fasten the safety belt.

- If the driver safety belt is not buckled before the ignition key is turned to the ON position, the safety belt warning light illuminates for one to two minutes and the warning chime sounds for four to eight seconds.
- If the safety belt is buckled while the warning indicator is on and the chime is sounding, the warning light and warning chime turn off.
- If the safety belt is buckled before the key is turned to the ON position, the warning indicator will come on for four to eight seconds with no chime.

Belt Minder

The Belt Minder feature is a supplemental warning to the safety belt warning function. This feature provides additional reminders to the driver that the driver and/or passenger safety belt is unbuckled by intermittently sounding a chime and illuminating the safety belt warning lamp in the instrument cluster.

The passenger safety belt minder feature is activated only when the OCS detects a passenger in the right front seat and the passenger weight exceeds a programmed limit.

If...	Then...
The driver and/or passenger safety belt is not buckled before the vehicle has reached at least 5 km/h (3 mph) and 1-2 minutes have elapsed since the ignition switch has been turn to ON...	The Belt Minder feature is activated the safety belt warning light illuminates and the warning chime sounds for 6 seconds every 30 seconds, repeating for approximately 5 minutes or until safety belt is buckled.
The driver and/or passenger safety belt is buckled while the safety belt indicator light is illuminated and the safety belt warning chime is sounding...	The Belt Minder feature will not activate.
The driver and/or passenger safety belt is buckled before the ignition switch is turned to the ON position...	The Belt Minder feature will not activate.

Child Safety Seat Tether Anchors

⚠ WARNING: The child safety seat tether anchor/bolt MUST be securely tightened to specification. Otherwise, the child safety seat may not be correctly secured and the child could be injured if the vehicle is involved in a collision or stops suddenly.

Child safety seat tether anchors are located in the rear at both seating locations. If a child safety seat was in use during a collision, inspect the tether anchor and seat backrest frame for damage. Install a new tether anchor or seat backrest frame if necessary. For additional information, refer to Child Safety Seat Tether Anchor in this section.

Lower Anchors and Tethers for Children (LATCH)

The lower anchors and tethers for children (LATCH) system is a standardized and uniform attachment system for installing child safety seats in passenger vehicles. LATCH- equipped child safety seats have two lower

attachments that connect to the vehicle portion of the LATCH system.

The vehicle portion of the system consists of two attachment points (6 mm wires) bolted to the floor pan at both second row outboard seating positions. The attachment points protrude from the biteline between the seat cushion and seat backrest.

If a child safety seat was in use during a collision, inspect the vehicle portion of the system for damage. If any of the attachment points (6 mm wires) are damaged, a new one must be installed. See the appropriate removal and installation procedure in this section for service.

Safety Belt System Printable View (19 KB)

Inspection and Verification

1. Verify the customer's original concern by operating the active restraint system to duplicate the condition.

2. Inspect to determine if any of the following mechanical or electrical concerns apply:

   Visual Inspection Chart

Mechanical	Electrical
• Inspect the safety belt webbing for integrity • Safety belt buckle and tongue assembly • Safety belt retractor	• Open fuse. • Bare, broken or disconnected wire. • Connector not tightly engaged. • Safety belt warning indicator lamp burned out or broken.

3. If the inspection reveals an obvious concern(s) that can be readily identified, service as required. With the exception of removing a twist from the safety belt webbing, do not attempt to repair a component of the safety belt system; new components must be installed.

4. If the concern remains after the inspection, determine the symptom. GO to Symptom Chart .

5. To check the active restraint system for correct operation, carry out the appropriate Functional Test(s).

Symptom Chart

SYMPTOM CHART

Component Test

Carry out the appropriate Functional Test(s) as determined in Inspection and Verification.

Functional Test I (Buckle and Tongue)

The safety belt buckle and tongue assembly must operate freely during the latching and unlatching function. Fasten the safety belt by inserting the tongue (male portion) into the buckle (female portion).

1. Verify the following during the latching sequence:
   - Tongue insertion is not hindered by excessive effort.
   - A click is heard when the buckle latches the tongue.

2. Verify the system integrity by forcefully pulling on the belt webbing.

3. Unlatch the belt by fully depressing the buckle release button, and allowing the belt to release and retract.

4. Verify the following during the unlatching process:
   - Push-button depression does not require excessive effort.
   - Tongue can be removed easily from the buckle.

5. Repeat the above steps three times.

6. If the inspection reveals an obvious concern(s) that can be readily identified, service as required. Do not attempt to carry out any repair on the buckle and tongue assembly. If a concern exists with either component, a new safety belt buckle and safety belt and retractor assembly must be installed.

Functional Test II (Retractor)

The safety belt and retractor assembly must be freely operational for extraction and retraction of the safety belt webbing between full extension and in-vehicle stowed positions.

1. Extract and retract the safety belt between the full extension and stowed positions.

2. Verify the retractor operates without excessive effort or binding.

3. Install a new safety belt buckle retractor and tongue assembly if no obvious concerns are noticed and the complaint has been verified.

Functional Test III (System Road Test Inspection)

1. **NOTE:** If the RH or the rear safety belts are to be tested, a passenger must be used.

   Fasten the safety belts and proceed to a safe area.

2. Attain a speed of 8 km/h (5 mph).

3. ⚠ **WARNING: The driver and passenger must be prepared to brace themselves if the retractor does not lock.**

   Test the safety belts.

   1. Grasp the shoulder harness and prepare to lean forward.
   2. ⚠ **WARNING: The maximum brake application should be on dry concrete or equivalent hard surface, NEVER on wet pavement or gravel.**

      ⚠ **WARNING: The driver and passenger must be prepared to brace themselves in the event the retractor does not lock.**

      Make a maximum brake application without a skid.
   3. NOTE: Do not jerk on the safety belt webbing when carrying out this test.
      Lean forward slightly when the brake application is made.

4. The safety belts should lock up with minimum webbing extension.

5. If there is a lockup of both shoulder straps, the safety belt assemblies are functioning correctly.

Should either or both retractors fail to lock up at the 8 km/h (5 mph) speed, repeat the test at a constant 24 km/h (15 mph) speed. (This test must be carried out with a RH front or rear passenger if the RH front or rear safety belts are to be tested).

6. **⚠ CAUTION: Before installing a new safety belt assembly, inspect the mounting area for damage and distortion. If the retractor of a new safety belt assembly has been bolted into a damaged or distorted mounting area, the retractor could be warped and may not function. If this is the case, remove the retractor and return the sheet metal to the original configuration and install another complete safety belt assembly.**

   If either or both retractors do not lock up at the 24 km/h (15 mph) test, return the vehicle for service of malfunctioning safety belts.

Functional Test IV (Automatic Locking Retractor)

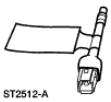
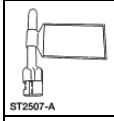
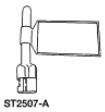
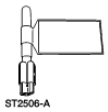
⚠ WARNING: After any vehicle collision, the safety belt system at all outboard seating positions (except driver, which has no "automatic locking retractor" feature) must be checked by a qualified technician to verify that the "automatic locking" feature for child seats is still functioning properly, in addition to other checks for correct safety belt system function. A safety belt and retractor assembly must be replaced if the safety belt assembly's "automatic locking retractor" feature or any other safety belt function is not operating properly when checked according to the procedures in the workshop manual. Failure to replace the safety belt and retractor assembly could increase the risk of injury in collisions.

1. Position the seat back into the full up position.
2. Position the height adjuster in the full down or up position.
3. Latch the seat belt buckle and tongue assembly.
4. Pull the shoulder belt out until the automatic locking retractor (ALR) feature is activated.
5. Release the shoulder belt and allow it to retract until it stops.
6. Pull on the shoulder belt to check that the belt has remained in the ALR mode. If the belt is not locked, install a new safety belt and retractor assembly.
7. Unlatch the safety belt tongue from the buckle and allow the safety belt to retract to its stowed position.
8. Pull the shoulder belt to verify the retractor assembly has converted automatically out of the ALR mode. If the shoulder belt remains locked in the stowed position, install a new safety belt and retractor assembly.

Supplemental Restraint System (SRS) Deactivation and Reactivation

Printable View (636 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133 (014-R1076)
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Deactivation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Vehicle sensor orientation is critical for proper system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) is involved in a collision, inspect the sensor mounting bracket and wiring pigtail for deformation. Replace and properly position the sensor or any other damaged supplemental restraint system (SRS) components whether or not the air bag is deployed.

⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

NOTE: If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.**

NOTE: Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

All vehicles

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

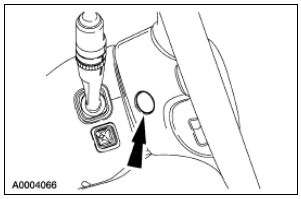
   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

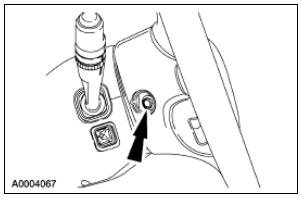
   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

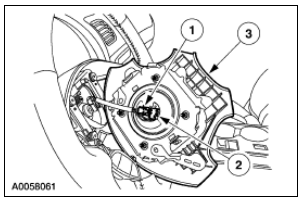
2. Remove the two steering wheel plugs (one shown).



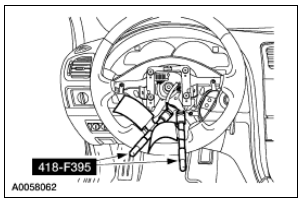
3. Remove the two driver air bag module bolts (one shown).



4. Disconnect and remove the driver air bag module.
    1. Squeeze the tabs and disconnect the driver air bag module electrical connector.
    2. Squeeze the tabs and disconnect the driver air bag module electrical connector.
    3. Remove the driver air bag module.



5. Attach the restraint system diagnostic tools to the clockspring electrical connectors at the top of the steering column.

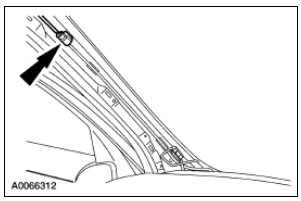


Vehicles with side air curtains

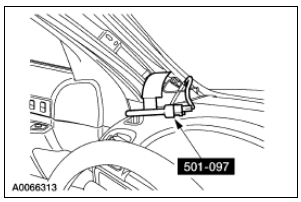
NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

6. Remove the A-pillar trim panel. For additional information, refer to Section 501-01 .

7. Disconnect the driver side air curtain module electrical connector.



8. Attach the restraint system diagnostic tool to the vehicle harness side of the driver side air curtain module electrical connector.



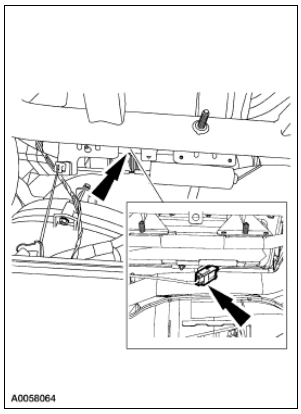
All vehicles

9. Remove the glove compartment. For additional information, refer to Section 501-01 .

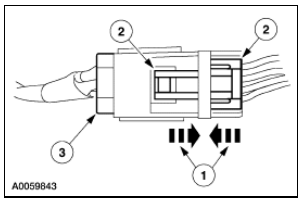
10. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

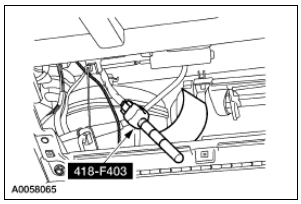
    Locate the passenger air bag module electrical connector.



11. Disconnect the passenger air bag module.
    1. Push the passenger air bag module electrical connector together.
    2. Push down, pivoting the electrical connector and release the electrical connector retainer.
    3. Pull out, disconnecting the vehicle harness end of the connector from the component end.



12. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger air bag module electrical connector.

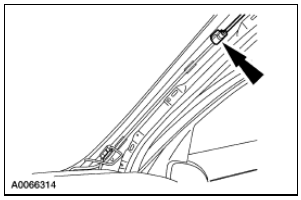


Vehicles with side air curtains

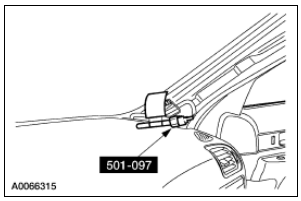
NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

13. Remove the A-pillar trim panel. For additional information, refer to Section 501-01

14. Disconnect the passenger side air curtain module electrical connector.



15. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger side air curtain module electrical connector.



All vehicles

16. Connect the battery ground cable. For additional information, refer to Section 414-00 .

17. Move and tilt the front seats to their highest and most forward position.

18. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

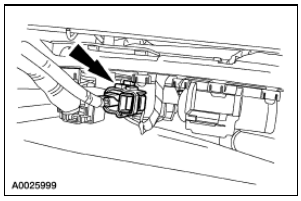
    The first row side impact sensors are located at or near the base of the B-pillars.

    The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

    To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

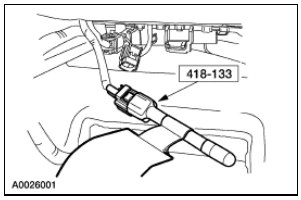
    Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

19. From under the passenger seat, release the tab and disconnect the passenger seat side air bag or passenger seat side thorax air bag electrical connector.



Vehicles without side air curtains

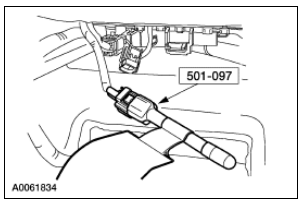
20. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger seat side air bag electrical connector.



Vehicles with side air curtains

NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

21. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger seat side thorax air bag electrical connector.

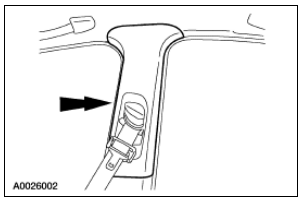


All vehicles

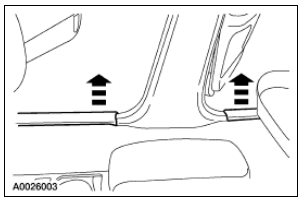
22. Remove the passenger side B-pillar weatherstripping.

23. Position the passenger side safety belt shoulder height adjuster to its highest point.

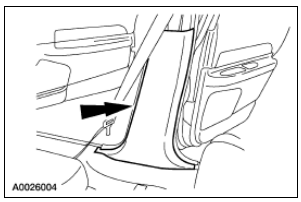
24. Detach the passenger side B-pillar trim panel.



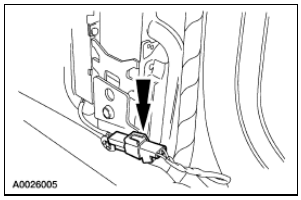
25. Remove the passenger side front and rear door scuff plates.



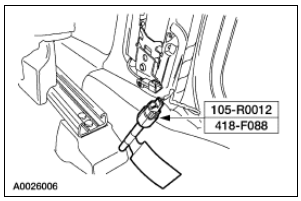
26. Remove the passenger side B-pillar lower trim panel.



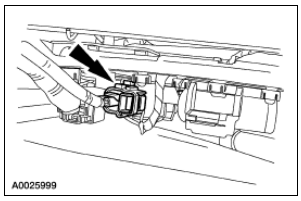
27. Disconnect the passenger side safety belt retractor pretensioner electrical connector.



28. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.

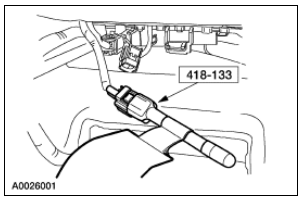


29. From under the driver seat, release the tab and disconnect the driver seat side air bag or driver seat side thorax air bag electrical connector.



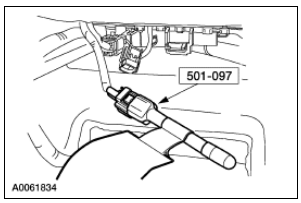
Vehicles without side air curtains

30. Attach the restraint system diagnostic tool to the vehicle harness side of the driver seat side air bag electrical connector.



Vehicles with side air curtains

31. Attach the restraint system diagnostic tool to the vehicle harness side of the driver seat side thorax air bag electrical connector.

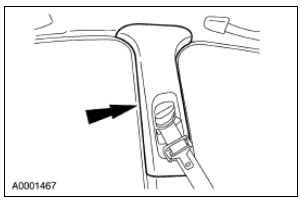


All vehicles

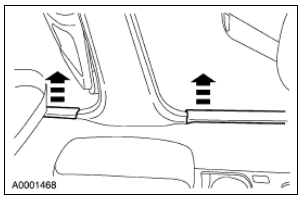
32. Remove the driver side B-pillar weatherstripping.

33. Position the driver side safety belt shoulder height adjuster to its highest point.

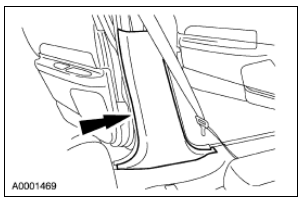
34. Detach the driver side B-pillar upper trim panel.



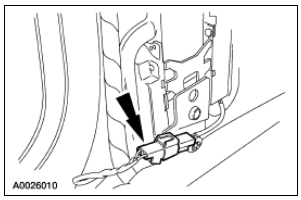
35. Remove the driver side front and rear door scuff plate.



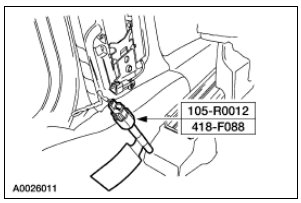
36. Remove the driver side B-pillar trim panel.



37. Disconnect the driver side safety belt retractor pretensioner electrical connector.



38. Attach the restraint system diagnostic tool to the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.



39. Connect the battery ground cable. For additional information, refer to Section 414-00 .

40. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B .

41. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Reactivation

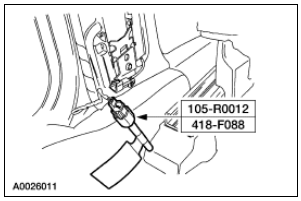
⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions,**

and notes at the beginning of the deactivation procedure.

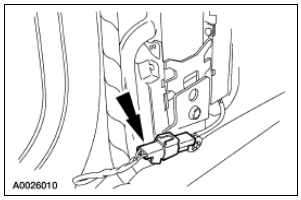
All vehicles

1. **NOTE:** Make sure the battery negative cable is still disconnected before proceeding with the reactivation procedure.

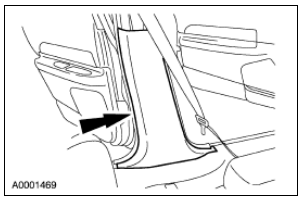
   Remove the restraint system diagnostic tool from the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.



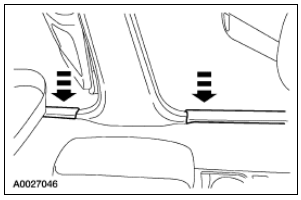
2. Connect the driver side safety belt retractor pretensioner electrical connector.



3. Install the driver side B-pillar lower trim panel.

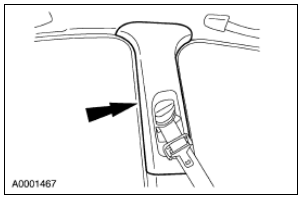


4. Install the driver side front and rear door scuff plates.



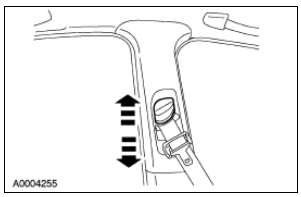
5. **NOTE:** Position the driver side safety belt shoulder height adjuster and B-pillar trim panel sliding panel to their highest point.

   Install the driver side B-pillar upper trim panel.



6. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks

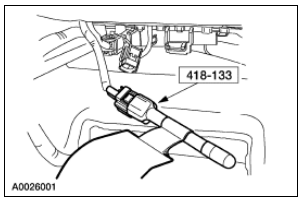
correctly in each position.



7. Install the driver side B-pillar weatherstripping.

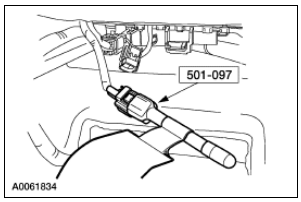
Vehicles without side air curtains

8. Remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side air bag electrical connector.



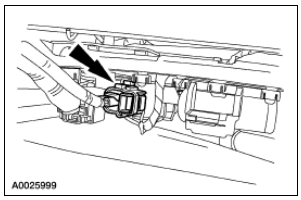
Vehicles with side air curtains

9. Remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side thorax air bag electrical connector.

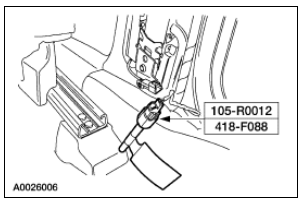


All vehicles

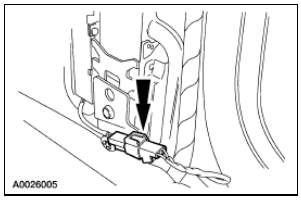
10. Connect the driver seat side air bag or driver seat side thorax air bag electrical connector.



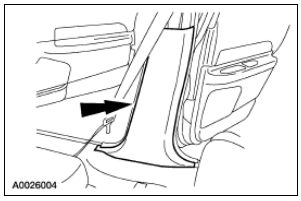
11. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.



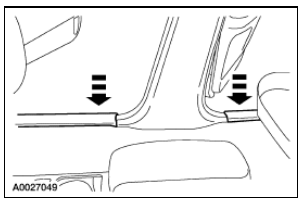
12. Connect the passenger side safety belt retractor pretensioner electrical connector.



13. Install the passenger side B-pillar lower trim panel.

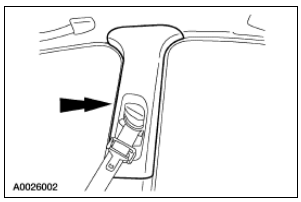


14. Install the passenger side front and rear door scuff plates.

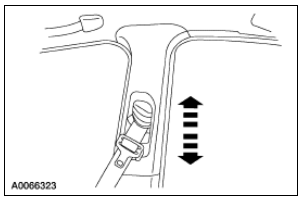


15. **NOTE:** Position the driver side safety belt shoulder height adjuster and B-pillar trim panel sliding panel to their highest point.

    Install the passenger side B-pillar upper trim panel.



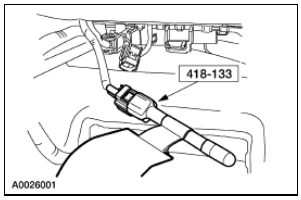
16. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks correctly in each position.



17. Install the passenger side B-pillar weatherstripping.

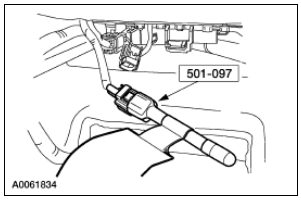
Vehicles without side air curtains

18. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger seat side air bag electrical connector.



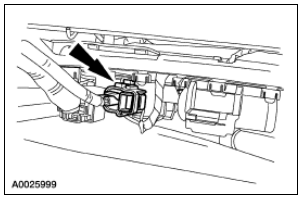
Vehicles with side air curtains

19. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger seat side thorax air bag electrical connector.



All vehicles

20. Connect the passenger seat side air bag or passenger seat side thorax air bag electrical connector.



21. Connect the battery ground cable. For additional information, refer to Section 414-00 .

22. Position the front seats rearward.

23. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

    The first row side impact sensors are located at or near the base of the B-pillars.

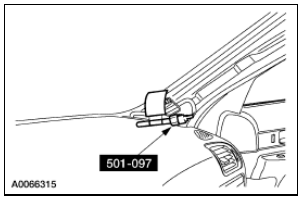
    The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

    To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

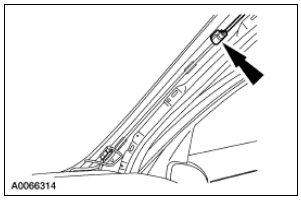
    Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Vehicles with side air curtains

24. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger side air curtain module electrical connector.



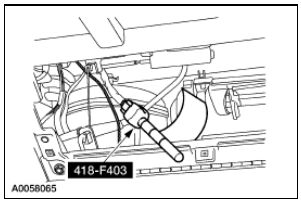
25. Connect the passenger side air curtain module electrical connector.



26. Install the A-pillar trim panel. For additional information, refer to Section 501-01 .

All vehicles

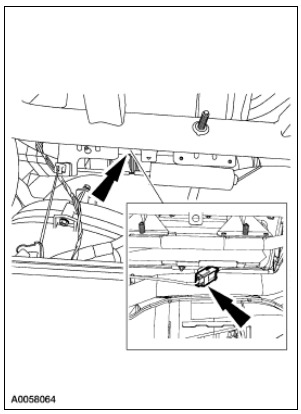
27. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger air bag module electrical connector.



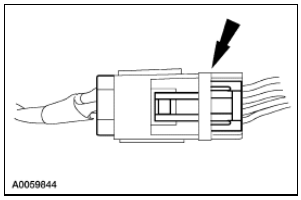
28. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

    Locate the passenger air bag module electrical connector.



29. Connect the passenger air bag module.

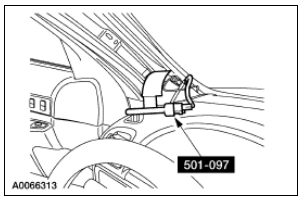


30. Install the glove compartment. For additional information, refer to Section 501-01 .

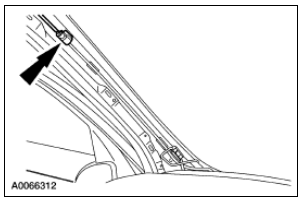
Vehicles with side air curtains

NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

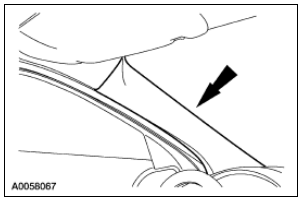
31. Remove the restraint system diagnostic tool from the vehicle harness side of the driver side air curtain module electrical connector.



32. Connect the driver side air curtain module electrical connector.

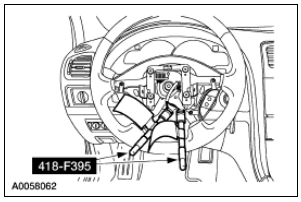


33. Install the A-pillar trim panel. For additional information, refer to Section 501-01 .



All vehicles

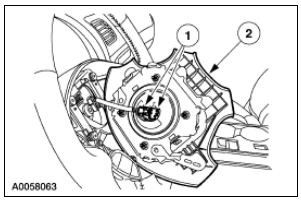
34. Remove the restraint system diagnostic tools from the clockspring electrical connectors at the top of the steering column.



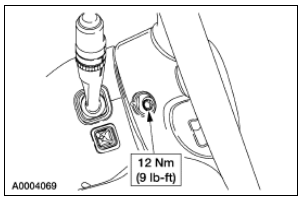
35. ⚠ **CAUTION: The clockspring electrical connectors are unique and cannot be reversed when connected to the driver air bag module. Match the electrical connector key to the keyway in the driver air bag module. Do not force the electrical connectors into the driver air bag module.**

Connect and position the driver air bag module.

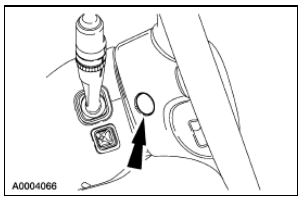
1. Connect the driver air bag module electrical connectors.
2. Position the driver air bag module to the steering wheel.



36. Install the two driver air bag module bolts (one shown).



37. Install the two steering wheel plugs (one shown).



38. Connect the battery ground cable. For additional information, refer to Section 414-00 .

39. **⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B .

40. Check the active restraint system for correct operation. For additional information, refer to Section 501-20A .

Safety Belt Cleaning

Printable View (9 KB)

1. **WARNING: Do not bleach or re-dye the webbing, as the webbing may weaken.**

   Clean the safety belt webbing only with a mild soap solution recommended for cleaning upholstery or carpets. Follow the instructions provided with the soap.

Safety Belt Maintenance

Printable View (10 KB)

⚠ WARNING: All safety belt assemblies include retractors, buckles, front seat belt buckle support assemblies (slide bar), if equipped, shoulder belt height adjuster, if equipped, child safety seat tether bracket assemblies, if equipped, and attaching hardware should be inspected after any collision. All belt assemblies should be installed new unless a qualified technician finds the assemblies show no damage and operate correctly. Belt assemblies not in use during a collision should also be inspected. New safety belt assemblies should be installed if either damage or incorrect operation is noted.

1. The safety belt assemblies should be periodically inspected to make sure that they have not become damaged and that they remain in correct operating condition, particularly if they have been subjected to severe stress.

2. Before installing the new safety belt assembly; the safety belt retaining areas must be inspected for damage and distortion. If the retaining points are damaged and distorted, the sheet metal must be reworked back to its original shape and structural integrity.

3. Install the new safety belt(s) using the appropriate instructions. Carry out the Functional Test Procedure. For additional information, refer to Safety Belt System in this section.

Replacement of the Weld Nut and Reinforcement

Printable View (9 KB)

1. **NOTE:** If the safety belt anchor nuts or reinforcements are stripped or missing, a new nut/reinforcement plate must be installed.

   Expose the suspect anchor point.

2. Drill out two 8 mm (5/16 inch) diameter access holes adjacent to the weld nut clearance hole.

3. Thread a length of copper welding wire through the clearance hole and position to secure the weld nut and washer.

4. Use MIG wire feed welder and plug weld a M10 weld nut and standard washer in place at the two 8 mm (5/16 inch) holes.

5. Metal finish as necessary.

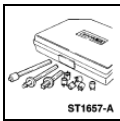
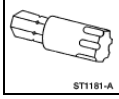
6. Install the restraint system.

7. Carry out the Functional Test. For additional information, refer to Safety Belt System in this section.

Safety Belt Shoulder Height Adjuster With Stripped Weld Nuts

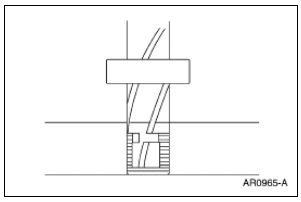
Printable View (85 KB)

Special Tool(s)

 ST1657-A	D-Ring Installation Kit 100-F012 (134-00018) or equivalent
 ST1181-A	Safety Belt Bolt Bit 501-010 (T77L-2100-A) or equivalent

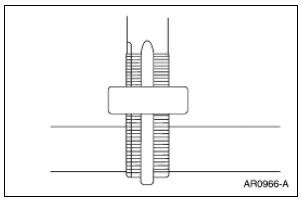
1. Remove the shoulder safety belt height adjuster. For additional information, refer to Front Safety Belt in this section.

2. Use the half-inch drill provided in the D-Ring Installation Kit to drill out the damaged threads in the upper pillar structure.

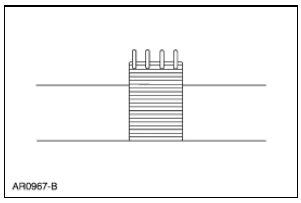

AR0965-A

3. **NOTE:** After each rotation, back off the tap slightly to remove the new cuttings and be sure to blow out any chips before proceeding.

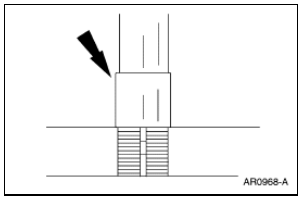
   Apply a suitable lubricant to the M14x1.5 tap provided in the D-Ring Installation Kit and tap new threads.


AR0966-A

4. Use a threaded insert (Part of #N807170-S190) provided in the D-Ring Installation Kit and screw it into the retapped hole until it is slightly below the surface.

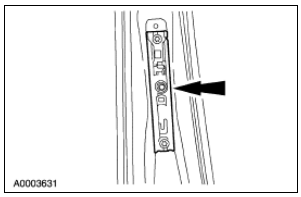

AR0967-B

5. Use a hammer to lightly tap the installation tool provided in the D-Ring Installation Kit several times to seat the insert keys.

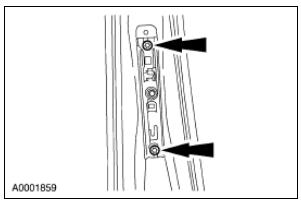


6. **NOTE:** If the shoulder safety belt height adjuster bolts are stripped, install a new height adjuster.

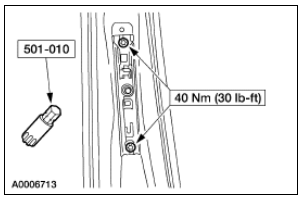
   Insert the shoulder safety belt height adjuster in the opening of the upper B-pillar structure, making sure the shoulder belt height adjuster knob on the shoulder safety belt height adjuster is positioned above the D-ring attachment nut. (The tab is located at the top and is to be inserted in the hole provided in the B-pillar structure).



7. Hand tighten the height adjuster bolts until they are snug.

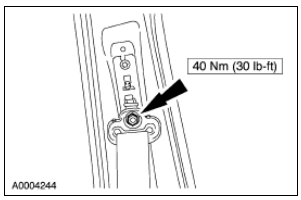


8. Using the special tool, tighten the height adjuster bolts.



9. **NOTE:** Make sure the D-ring rotates freely.

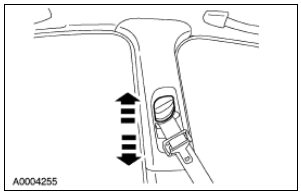
   Install the safety belt D-ring and tighten the nut.



10. **NOTE:** Position the safety belt D-ring to its highest point before installing B-pillar trim.

    Install the B-pillar trim.

11. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks correctly in each position.



12. Check the restraint system for correct operation.

Safety Belt Procedure After a Collision

Printable View (10 KB)

⚠ WARNING: All safety belt assemblies include retractors, buckles, front seat belt buckle support assemblies (slide bar), if equipped, shoulder belt height adjuster, if equipped, child safety seat tether bracket assemblies, if equipped, and attaching hardware should be inspected after any collision. All belt assemblies should be installed new unless a qualified technician finds the assemblies show no damage and operate correctly. Belt assemblies not in use during a collision should also be inspected. New safety belt assemblies should be installed if either damage or incorrect operation is noted.

NOTE: The driver and front passenger seat belt system (including belt and retractor assembly, buckles, and height adjusters) must be replaced if the vehicle is involved in a collision that results in deployment of the front air bags and safety belt pretensioners.

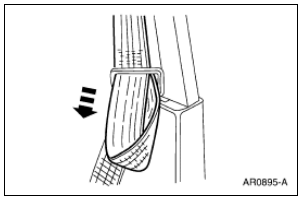
1. Before installing a new safety belt assembly, the safety belt attaching areas must be inspected for damage and distortion. If the attaching points are damaged and distorted, the sheet metal must be worked back to its original shape and structural integrity.

2. Install the new safety belt(s). For additional information, refer to the procedure in this section. Carry out the Functional Test. For additional information, refer to Safety Belt System in this section.

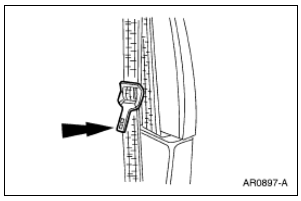
Safety Belt Tongue Rotated on Belt

Printable View (25 KB)

1. Grasp the belt tongue and pull the belt webbing down to form a loop through the slot in the tongue.



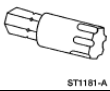
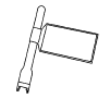
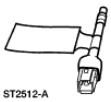
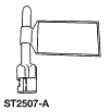
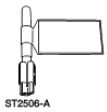
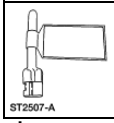
2. Rotate and fold the belt webbing over itself within the slot to remove the twist.
3. Pull the excess belt webbing back through the slot in the belt tongue.
4. Pull the excess belt webbing through the slot.
5. The safety belt tongue should face inward when completed.



Front Safety Belt

Printable View (167 KB)

Special Tool(s)

 ST1181-A	Torx Bit, Safety Belt Bolt 501-010 (T77L-2100-A)
 ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (114-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133 (014-R1076)
 ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097

⚠ WARNING: All safety belt assemblies including retractors, buckles, shoulder belt height adjusters (if so equipped) child safety seat tether attachments and attaching hardware should be inspected after any collision. All belt assemblies should be installed new unless a qualified technician finds the assemblies show no damage and operate properly. Belt assemblies not in use during a collision should also be inspected and installed new if either damage or improper operation is noted.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: After deployment, the air bag surface could contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

NOTE: Right side shown, left side similar.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

The first row side impact sensors are located at or near the base of the B-pillars.

The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

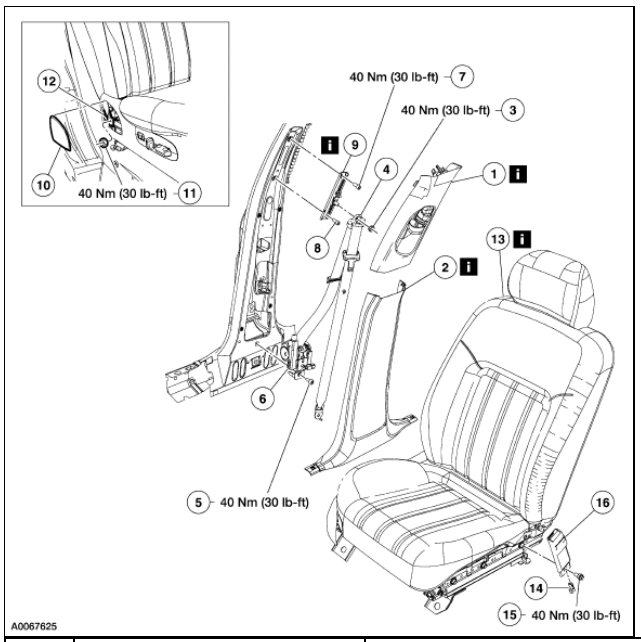
   When servicing the safety belt retractor pretensioner or safety belt buckle, deactivate the supplemental restraint system. For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

3. When servicing the safety belt buckle, remove the affected seat from the vehicle. For additional information, refer to Section 501-10 .

4. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the following steps.

Component	Steps
Safety belt retractor	1-6, 10-12
Safety belt buckle	13-16
Safety belt shoulder height adjuster	1, 3, 4, 7-9

5. To install, reverse the removal procedure.



Item	Part Number	Description
1	5424356 RH/LH 5424357	Upper B-pillar trim panel Removal Note
2	7824396 RH/ 7824397 LH	Lower B-pillar trim panel Removal Note

3	N800937-S193	Safety belt D-ring nut
4		Safety belt D-ring (part of 611B08 RH/611B09 LH)
5	W700883- S409M	Bolt, retractor
6		Safety belt retractor
7		Safety belt shoulder height adjuster bolt
8		Safety belt shoulder height adjuster bolt
9	602B82	Safety belt shoulder height adjuster Removal Note
10		Seat side trim panel and safety belt anchor cover
11	N800937-S193	Safety belt anchor nut
12		Safety belt and anchor (part of 611B08 RH/611B09 LH)
13		Seat assembly Removal Note
14		Safety belt buckle switch connector
15	W700883-S409M	Safety belt buckle bolt
16	61202 RH/ 61203 LH	Safety belt buckle assembly

6. When installing the safety belt retractor pretensioner:
    1. Remove the restraint system diagnostic tool from the safety belt retractor pretensioner.
    2. Connect the safety belt retractor pretensioner electrical connector.
    3. Connect the battery ground cable. For additional information, refer to Section 414-00 .
    4. With the restraint system diagnostic tools installed at the remaining deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B in the Diagnosis and Testing portion of the section.
    5. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .
    6. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

       Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.
    7. Connect the battery ground cable. For additional information, refer to Section 414-00 .
    8. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

       With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B in the Diagnosis and Testing portion of the section.

7. Check the active restraint system for correct operation. For additional information, refer to Safety Belt System in this section.

Item 1: Upper B-Pillar Trim Panel Removal Note

1. For additional information, refer to Section 501-01 .

Item 2: Lower B-Pillar Trim Panel Removal Note

1. For additional information, refer to Section 501-01 .

Item 9: Safety Belt Shoulder Height Adjuster Removal Note

1. Rotate the safety belt shoulder height adjuster downward to release the lower tab.
2. Remove the safety belt shoulder height adjuster.

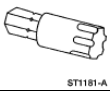
Item 13: Seat Assembly Removal Note

1. For additional information, refer to Section 501-10 .

Rear Safety Belt

Printable View (147 KB)

Special Tool(s)

 ST1181-A	Torx Bit, Safety Belt Bolt 501-010 (T77L-2100-A)

Removal and Installation

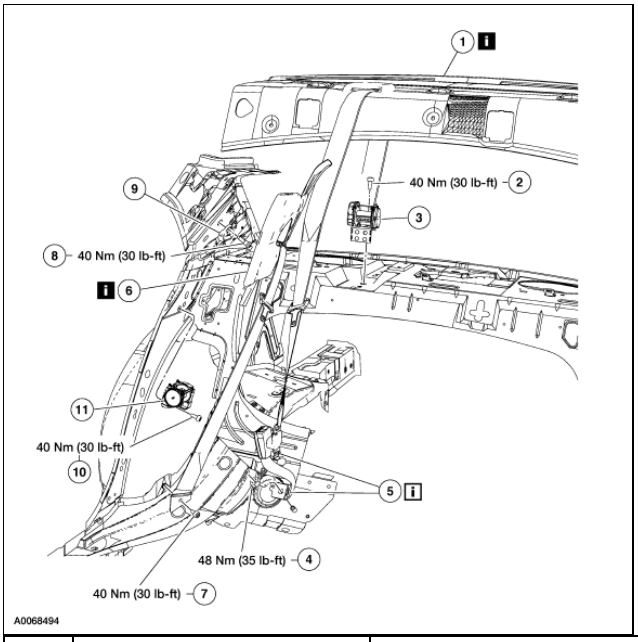
⚠ **WARNING: All safety belt assemblies including retractors, buckles, front seat belt buckle support assemblies (slide bar), shoulder belt height adjusters (if so equipped) child safety seat tether attachments and attaching hardware should be inspected after any collision. All belt assemblies should be installed new unless a qualified technician finds the assemblies show no damage and operate properly. Belt assemblies not in use during a collision should also be inspected and installed new if either damage or improper operation is noted.**

NOTE: Rear seat and package tray trim removed for clarity. Right side shown, left side similar.

1. To access the rear outboard safety belt retractor, remove the quarter trim panel. For additional information, refer to Section 501-01 .
2. To access the rear outboard safety belt anchor, remove the rear seat cushion. For additional information, refer to Section 501-10 .
3. To access the center safety belt retractor, remove the retractor cover. For additional information, refer to Section 501-01 .
4. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the following steps.

Component	Steps
Rear safety belt and retractor	6-10
Center seat safety belt	2-3
Seat belt buckle	4-5

5. To install, reverse the removal procedure.



Item	Part Number	Description
1		Package tray trim panel Removal Note
2	W700883	Bolt, center seat safety belt retractor
3	601B30	Center seat safety belt and retractor assembly
4	N800937-S193	Nut, right side and center buckle anchor
5	60045	Right side and center buckle assembly Installation Note
6	RH 52018 / LH 52017	Quarter panel trim Removal Note
7	W700883- S409M	Bolt, retractor
8	W700883- S409M	D-ring bolt
9		D-ring (part of 611B68 RH/611B69 LH)
10	W700883-S409M	Bolt, retractor
11	611B68 RH/ 611B69 LH	Belt and retractor

Item 1: Package Tray Trim Panel Removal Note

1. For additional information, refer to Section 501-01 .

Item 6: Quarter Panel Trim Removal Note

1. For additional information, refer to Section 501-01 .

Item 5: Right Side and Center Buckle Assembly Installation Note

1. The anti-rotation tab must be correctly aligned for correct installation.

Child Safety Seat Tether Anchor

Printable View (107 KB)

Material

Item	Specification
Clear Silicone Rubber D6AZ-19562-AA	ESB-M4G92-A

Removal and Installation

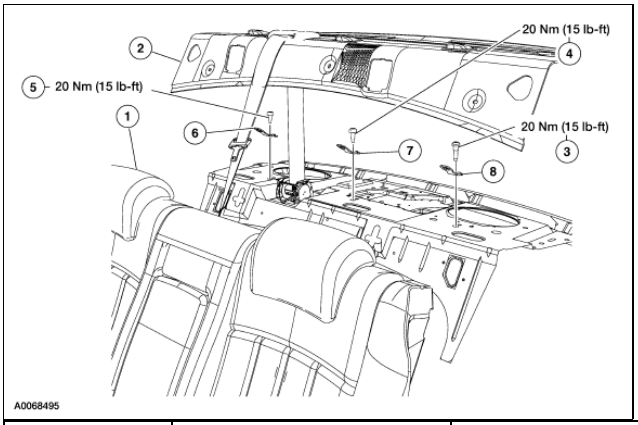
⚠ WARNING: All safety belt assemblies including retractors, buckles, front seat belt buckle support assemblies (slide bar), shoulder belt height adjusters (if so equipped), child safety seat tether attachments and attaching hardware should be inspected after any collision. All belt assemblies should be installed new unless a qualified technician finds the assemblies show no damage and operate properly. Belt assemblies not in use during a collision should also be inspected and installed new if either damage or improper operation is noted.

NOTE: Sealant **must** be applied to the tether anchor bolts when installed.

1. To access the tether anchors, remove the rear seat cushion, seat back. For additional information, refer to Section 501-10 .
2. Remove the package tray trim panel. For additional information, refer to Section 501-01 .
3. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the following steps.

Component	Steps
Tether anchors	1-8

4. To install, reverse the removal procedure.



Item	Part Number	Description
1		Rear seat
2	46668	Package tray trim panel

3	700414-S309	Tether anchor bolt
4	700414-S309	Tether anchor bolt
5	700414-S309	Tether anchor bolt
6	54612K27	Tether anchor
7	54612K27	Tether anchor
8	54612K27	Tether anchor

Child Safety Seat Tether Anchor LATCH Printable View (112 KB)

Material

Item	Specification
Clear Silicone Rubber D6AZ-19562-AA	ESB-M4G92-A

Removal and Installation

⚠ WARNING: All safety belt assemblies including retractors, buckles, front seat belt buckle support assemblies (slide bar), shoulder belt height adjusters (if so equipped), child safety seat tether attachments and attaching hardware should be inspected after any collision. All belt assemblies should be installed new unless a qualified technician finds the assemblies show no damage and operate properly. Belt assemblies not in use during a collision should also be inspected and installed new if either damage or improper operation is noted.

NOTE: Sealant **must** be applied to the tether anchor bolts when installed.

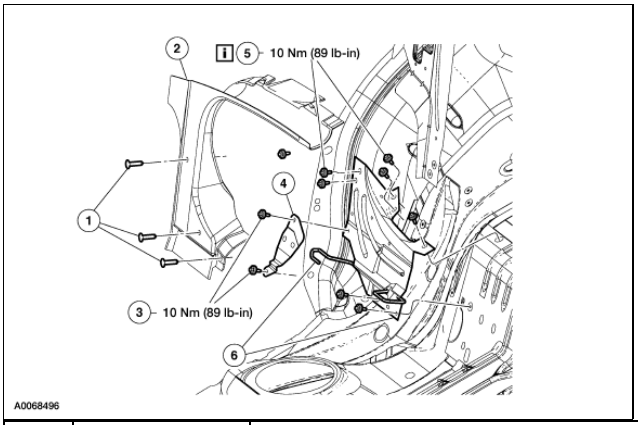
NOTE: Passenger side shown, driver side similar.

1. To access the tether anchors, remove the rear seat cushion, seat back and position aside the carpet. For additional information, refer to Section 501-10 .

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the following steps.

Component	Steps
Tether anchors	1-6

3. To install, reverse the removal procedure.



Item	Part Number	Description
1		Push pins (5 required, 3 shown)
2	54613E86	Finish panel

3		Tether anchor bracket bolts (2 required, 2 shown)
4	544648	Tether anchor (LATCH) bracket anchor
5		Tether anchor (LATCH) bolts (8 required, 8 shown) Installation Note
6	54466A81	Tether anchor (LATCH)

Item 5: Tether Anchor (LATCH) Bolts Installation Note

1. Sealant **must** be applied to the tether anchor (LATCH) bolts when installed.

Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) Component Location Index

Printable View (173 KB)

Printable View (8 KB)

Torque Specifications

Description	Nm	lb-ft	lb-in
Front impact severity sensor	12	9	
Side impact sensor bolts	12	9	
Restraints control module (RCM)	12	9	
Driver air bag module bolts	12	9	
Passenger air bag module bolts	9		80
Passenger air bag module nuts	9		80
Side air bag module nuts	9		80
Side air curtain module bolts	4		35
Seat track nuts	20	15	
Weld nut repair bolt (8 mm) (N802455-S190)	15	11	
Grounding bolt (6 mm) (N806327-S190)	12	9	

Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) Printable View (28 KB)

The air bag supplemental restraint system (SRS) is designed to provide increased collision protection for front seat occupants in addition to that provided by the three-point safety belt system. The SRS will also provide increased collision protection for the rear occupants when equipped with optional side air curtains. Safety belt use is necessary to obtain the best occupant protection and to receive the full advantage of the SRS.

This vehicle line contains dual-stage deployment (advanced restraint system) driver and front passenger air bag modules. These vehicles are also equipped with seat side air bag modules and optional side air curtain modules.

Vehicles equipped with side air curtain modules are also equipped with seat side thorax air bag modules. Vehicles that are not equipped with side air curtain modules are equipped with seat side air bag modules. Seat side air bag modules and seat side thorax air bag modules deploy from the outboard front seat backrest upon a side impact. Side air curtain modules deploy from the headliner, protecting the first and second row outboard occupants during a side impact.

Driver Air Bag Module

NOTE: References to the driver air bag module must not be confused with the driver seat side air bag components of the supplemental restraint system (SRS).

The driver air bag module:

- is steering wheel mounted.
- will deploy upon receiving a flow of current from the restraints control module (RCM).
- has no subassemblies.

Clockspring

The clockspring:

- is mounted on the steering column, behind the steering wheel.
- provides a continuous electrical path from the driver air bag module to the restraints control module (RCM).

Seat Side Air Bag Modules and Seat Side Thorax Air Bag Modules

⚠ CAUTION: When installing a seat side air bag module or a seat side thorax air bag module always make sure the correct module is being installed. Seat side air bag modules and seat side thorax air bag modules are not interchangeable. The electrical connectors are different between the modules. DO NOT damage or alter the electrical connectors.

NOTE: When installing a new side air bag module or a new side thorax air bag module after deployment, refer to Section 501-10 for additional information.

This vehicle is equipped with a seat side air bag module or a seat side thorax air bag module. The modules are not interchangeable. The electrical connectors are keyed differently between the modules. **DO NOT** damage or alter the electrical connectors in any way.

A specific seat side air bag wiring harness (14K155) is used for a seat side air bag module, with a unique, specific seat side air bag wiring harness used for a seat side thorax air bag module. The electrical connectors to the module and to the body main wiring harness (14A005) are keyed differently on a seat side air bag wiring harness than those used on a seat side thorax air bag wiring harness. The seat side air bag wiring harness and the seat side thorax air bag wiring harness are not interchangeable.

Seat Side Air Bag Modules

The seat side air bag module is a carryover component used on prior model year vehicles. A seat side air bag module provides combined protection of the head area and thorax area (between the neck and abdomen) of the body. A seat side air bag module is physically larger than a seat side thorax air bag module. Although a seat side air bag module and a seat side thorax air bag module are similarly mounted to the front seat backrests, **the modules are not interchangeable.** Vehicles equipped with a seat side air bag module will not be equipped with side air curtain modules.

The seat side air bag module:

- will deploy upon receiving a flow of current from the restraints control module (RCM) initiated by the side impact sensor and internal RCM circuitry.
- is installed as an assembly.
- is mounted in the front seat backrests.
- is not interchangeable with a seat side thorax air bag module.

Seat Side Thorax Air Bag Modules

The seat side thorax air bag module is a new component being introduced on this vehicle. A seat side thorax air bag module provides protection of the thorax area (between the neck and abdomen) of the body, working in conjunction with the head protection provided by a side air curtain module. A seat side thorax air bag module is physically smaller than a seat side air bag module. Although a seat side thorax air bag module and a seat side air bag module are similarly mounted to the front seat backrests, **the modules are not interchangeable.** Vehicles equipped with seat side thorax air bag modules will also be equipped with side air curtain modules.

The seat side thorax air bag module:

- will deploy upon receiving a flow of current from the restraints control module (RCM) initiated by the side impact sensors and internal RCM circuitry.
- is installed as an assembly.
- is mounted in the front seat backrests.
- is used in conjunction with a side air curtain.
- is not interchangeable with a seat side air bag module.

Side Air Curtain Module

⚠ WARNING: The side air curtain must be installed in the vehicle using new torque-prevailing type U-nuts, part number W520822. Use of this U-nut is mandatory so as to reduce the risk of loss of fastener effectiveness. Failure to follow these instructions can result in personal injury in the event of a side air curtain deployment.

⚠ WARNING: Anytime the side air curtain has deployed, the headliner, and all A, B, and C pillar upper trim panels and attaching hardware must be replaced along with any other damaged components and hardware. Failure to do so can result in personal injury in the event of a side air curtain deployment.

NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

The side air curtain module:

- will deploy upon receiving a flow of current from the restraints control module (RCM) initiated by the side impact sensors and internal RCM circuitry.
- is installed as an assembly.
- is mounted above the headliner.
- attaches from the A-pillar frame to the C-pillar frame.
- cannot be interchanged from side to side.

Side Air Curtain Bridge Resistor

NOTE: Do not deactivate the side air curtain module circuit by removing the bridge resistor from the electrical connector.

If the side air curtain bridge resistor is removed, an open circuit fault will be generated by the restraints control module (RCM).

If a restraint system diagnostic tool is installed at the side air curtain electrical connector, a low-resistance fault will be generated.

The side air curtain bridge resistors:

- are equipped on vehicles without side air curtain modules.
- must not be removed in the deactivation procedure.
- are located on the driver side of the vehicle on the 14401 wiring harness. For additional information, refer to Wiring Diagrams Cell 151 for side air curtain bridge resistor locations.

Occupant Classification Sensor

⚠ CAUTION: If installing only the front passenger seat cushion trim cover, the seat occupant classification sensor (OCS) must be rezeroed.

⚠ CAUTION: The following precautions must be taken before rezeroing of the OCS system.

- Make sure the OCS system components are connected and no faults are present.
- Make sure the vehicle has not been exposed to temperatures below 6°C (42° F) or above 36°C (97°F) within four hours prior to the rezeroing process. If the vehicle has been exposed to temperatures outside the temperature limits (6-36°C [42-97°F]), the vehicle must be exposed to and kept at a temperature within the limits for minimum of four hours.
- Make sure nothing is present on the passenger seat before rezeroing and nothing is placed on the seat during the rezeroing process.
- Make sure a minimum five second time period has passed after cycling the ignition switch ON before the rezeroing process.

NOTE: It is necessary to rezero the OCS system when a front passenger seat cushion is disassembled, a new trim cover installed, or an OCS service kit is installed. A scan tool is used to trigger the active command to carry out rezeroing of the OCS system.

NOTE: When using a New Generation STAR (NGS) Tester, the OCS system rezero function is on the Ford Service Function (red) card. To rezero the OCS system:

- select "SERVICE BAY FUNCTIONS"
- select "RCM"
- select "SYSTEM RESET"
- select the vehicle from the menu
- view the on-screen information then press "TRIGGER"

The NGS screen will then display "OCS RESET: REZERO." Press "DONE" (button 8) to rezero the OCS system. The NGS will return to the vehicle menu once rezeroing of the OCS system is complete.

NOTE: To rezero the OCS system using the Worldwide Diagnostic System (WDS):

- select the "Toolbox" icon
- select "Body" from the menu
- select "Restraints" from the menu
- select "Seat Weight Sensor ReZero"

After selecting "Seat Weight Sensor ReZero", follow the on-screen prompts to carry out rezeroing of the OCS system.

NOTE: If the first attempt to rezero the OCS system is unsuccessful, a second attempt must be made.

The seat occupant classification sensor system is found only on the front passenger seat. The front passenger seat occupant classification sensor (OCS) system is comprised of a silicone gel-filled bladder mounted in the seat cushion, a pressure sensor that is mounted to the seat frame and an electronic control unit which is also mounted to the seat frame. Pressure is applied to the OCS bladder when weight of any occupant or object in the front passenger seat is present. The pressure is then transferred through a tube, is sensed by the OCS pressure sensor, then electronically communicated to the OCS electronic control unit. Based on programed limits, the OCS electronic control unit will inform the restraints control module (RCM), via a High Speed Controller Area Network (CAN), of the necessary information. The RCM uses this information in determining if the passenger air bag module or passenger seat side air bag module is to be deployed in the event of a deployable collision. The OCS system components (seat cushion foam pad, bladder with pressure sensor and electronic control unit) are calibrated to each other and are serviced as an assembly. **OCS system components are not to be installed separately.** If installing a new OCS system, OCS system component or seat cushion foam pad, a new OCS system service kit (seat cushion foam pad, bladder with pressure sensor and electronic control unit) must be installed as an assembly.

Passenger Air Bag Module

NOTE: References to the passenger air bag module must not be confused with the passenger seat side air bag components of the supplemental restraint system (SRS).

The passenger air bag module:

- will deploy upon receiving a flow of current from the restraints control module (RCM) initiated by the front impact severity sensor and internal RCM circuitry.
- is installed as an assembly.

- is mounted in the passenger side of the instrument panel.

Safety Belt Pretensioners

As part of the supplemental restraint system (SRS), the safety belt retractors are equipped with pretensioners. The safety belt retractor pretensioners rotate the safety belt retractors to remove excess slack from the safety belt webbing. The pretensioners are activated by the restraints control module (RCM) when the module detects a frontal impact event exceeding a programmed limit.

Safety Belt Switch

As part of the supplemental restraint system (SRS), the driver and passenger safety belt buckles are equipped with a belt buckle connect switch. The safety belt switches indicate to the restraints control module (RCM) whether the safety belt buckles are connected or disconnected.

The safety belt switches are also used for the driver safety belt warning system and the driver and passenger belt minder. For additional information, refer to Section 501-20A .

Restraints Control Module (RCM)

⚠ **WARNING: The restraints control module (RCM) orientation is critical for correct air bag supplemental restraint system (SRS) operation. If a vehicle equipped with an SRS system has been involved in a collision in which the center tunnel area has been damaged, inspect the mounting and bracket for deformation. If damaged, the RCM must be replaced whether or not the air bags have deployed. In addition, make sure the area of the RCM mounting is restored to its original condition.**

NOTE: When installing a new restraints control module (RCM), always make sure the correct RCM is being installed. If an incorrect RCM is installed, erroneous DTCs will result.

The restraints control module (RCM) is mounted on the center tunnel under the instrument panel. The RCM carries out the following functions:

- supplies current flow to the inflators to deploy the air bags in the event of a deployable crash.
- activates the safety belt retractor pretensioners to remove slack from the safety belt.
- monitors the air bag supplemental restraint system (SRS) for faults.
- illuminates the air bag indicator if a fault is detected.
- flashes the air bag indicator to indicate the lamp fault code (LFC) detected.
- communicates through the data link connector (DLC) the current or historical diagnostic trouble codes (DTCs).
- signals the instrument cluster module to activate a chime if the air bag indicator is not available and another SRS fault exists.
- contains an internal safing sensor which is not serviced separately.
- records deployment event data.

The RCM monitors the SRS for possible faults. If a fault is detected while the ignition switch is in the RUN position, the RCM will illuminate the air bag indicator located in the instrument cluster.

When the ignition is cycled (turned off and then on), the air bag indicator will remain lit for six seconds and then go out. If an SRS fault exists, the air bag indicator will then flash the two-digit LFC. The air bag indicator will flash the LFC three times, then it will remain illuminated for the rest of the key cycle. The RCM will also communicate the current and historical DTCs through the (DLC), using a scan tool. If the air bag

indicator does not function, and the system detects a fault condition, the RCM will signal the instrument cluster module to activate an audible chime. The chime is a series of five sets of five tone bursts. If the chime is heard, the SRS and the air bag indicator require repair.

LFCs are prioritized. If two or more faults occur at the same time, the fault having the highest priority will be displayed first. After that fault has been corrected, the next highest priority fault will be displayed.

The RCM includes a backup power supply. This feature provides sufficient current to deploy the front air bags and safety belt pretensioners in the event that the ignition circuit is damaged or lost in a collision before the RCM determines that air bag deployment is required. The backup power supply will deplete its stored energy approximately one minute after the battery ground cable is disconnected.

Electrical System

The electrical system that supports the air bag supplemental restraint system (SRS):

- receives power from the battery through the ignition circuit.
- provides the electrical path from the restraints control module (RCM) to the SRS components.
- provides the electrical ground path for the air bag indicator.
- provides the electrical path from the RCM to the data link connector (DLC).
- provides the electrical ground path from the instrument cluster to the RCM.

Impact Sensors

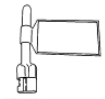
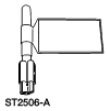
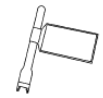
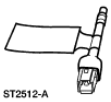
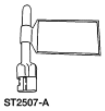
⚠ **WARNING: The restraints control module (RCM) orientation is critical for correct system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) has been involved in a collision in which the vehicle center tunnel area has been damaged, inspect the RCM mounting and bracket for deformation. If damaged, the RCM must be replaced whether or not the air bags have deployed. In addition, make sure the area of the RCM mounting is restored to its original condition.**

The RCM incorporates integral sensors that are not separately serviceable. All vehicles will have a front impact severity sensor located behind the front radiator grille. In addition, there are two side impact sensors located on the driver and passenger side near the B-pillars. In addition to the B-pillar side impact sensors there are two additional side impact sensors mounted near the driver and passenger C-pillars when the vehicle is equipped with driver and passenger side air curtain modules. The RCM is mounted on the center tunnel under the instrument panel. Mounting orientation is critical for correct operation of all impact sensors.

Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) Printable View (69 KB)

Refer to Wiring Diagrams Cell 46 for schematic and connector information.

Special Tool(s)

ST1137-A	FLUKE 73III Automotive Meter 105-R0057 or equivalent
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133 (014-R1076)
 ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)
 ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097
ST2332-A	Worldwide Diagnostic System (WDS) 418-FS317 New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool with required communication adapter

Restraint System Diagnostic Tool Warning

⚠ WARNING: Restraint system diagnostic tools are for service only. Tools must be removed prior to operating the vehicle over the road. Failure to remove restraint system diagnostic tools could result in injury and possible violation of vehicle safety standards.

Diagnosing Customer Concerns Without Hard DTCs

If a lamp fault code (LFC) is reported by the customer but is not present when the vehicle comes in for service, follow the Diagnostic Instruction procedures in this section to identify the intermittent DTC.

Once the DTC is known, read the Normal Operation section of the pinpoint test for the DTC involved.

- Follow the deactivation procedure in this section.

- Determine the location of components involved in creating the DTC.
- Carry out a thorough visual inspection of:
    - ♦ components.
    - ♦ connectors.
    - ♦ splices and wiring harnesses.
    - ♦ insulation on conductors.

Refer to the Possible Causes section of the pinpoint test for the DTC involved, which lists the common concerns that relate to the DTC. Concerns are listed according to priority.

Diagnosing Customer Concerns with Hard DTCs

Most Supplemental Restraint System (SRS) diagnostic procedures will require deactivation and reactivation of the system. Deactivation and reactivation require the disconnection of most SRS components and the installation of restraint system diagnostic tools. This reduces the risk of inadvertent deployment of SRS components while diagnostic procedures are being carried out.

Restraint system diagnostic tools are required for the diagnosis and testing of the SRS. It is not acceptable to short-circuit the air bag module connections with a jumper wire. If a jumper wire is used to short-circuit the air bag module connections, a lamp fault code (LFC) will be displayed.

Deactivation and Reactivation Procedure

There are four deactivation and reactivation procedures.

- Two of the procedures (one for vehicles without side air curtains, one for vehicles with side air curtains) require removal of the front seat(s). These procedures will be used when diagnosing or repairing a seat side air bag concern. This procedure will also be used when diagnosing or repairing any in-seat or seat mounted component of a seat equipped with a seat side air bag.
- The other two procedures (one for vehicles without side air curtains, one for vehicles with side air curtains) do not require front seat removal during the diagnostic and repair process. These procedures will be used when diagnosing or repairing a concern that is not related to a seat equipped with a seat side air bag.

Deactivation Procedure Vehicles Without Side Air Curtains, Seat Removed

⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Never probe the connectors on a side air curtain module. Doing so can result in side air curtain module deployment.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Do not deactivate the side air curtain module circuit by removing the bridge resistor from the electrical connector.

If the side air curtain bridge resistor is removed, an open circuit fault will be generated by the restraints control module (RCM).

If a restraint system diagnostic tool is installed at the side air curtain electrical connector, a low-resistance fault will be generated.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the RCM backup power supply must be depleted before repairing or replacing any front or side air bag (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait for one minute. For additional information, refer to Section 414-00 .

2. Remove the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

3. Attach restraint system diagnostic tools 418-F395 (2 req'd) to the clockspring side of the driver air bag module electrical connectors.

4. Remove the glove compartment. For additional information, refer to Section 501-01 .

5. Disconnect the passenger air bag module electrical connector and attach restraint system diagnostic tool 418-F403 to the vehicle harness side of the passenger air bag module electrical connector.

6. Disconnect the passenger seat side air bag module electrical connector, located under the seat, and attach restraint system diagnostic tool 418-133 (014-R1076) to the vehicle harness side of the passenger seat side air bag module electrical connector.

7. When diagnosing or repairing any front passenger in-seat or seat mounted component, remove the passenger front seat. For additional information, refer to Section 501-10 .

8. Detach the passenger upper B-pillar trim panel, remove the passenger front and rear door scuff plates, and remove the passenger lower B-pillar trim panel.

9. Disconnect the passenger safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and attach restraint system diagnostic tool 418-F088 (105-R0012) to the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.

10. Disconnect the driver seat side air bag module electrical connector, located under the seat, and attach restraint system diagnostic tool 418-133 (014-R1076) to the vehicle harness side of the driver seat side air bag module electrical connector.

11. When diagnosing or repairing any driver in-seat or seat mounted component, remove the driver seat. For additional information, refer to Section 501-10 .

12. Detach the driver upper B-pillar trim panel, remove the driver front and rear door scuff plates, and remove the driver lower B-pillar trim panel.

13. Disconnect the driver safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and attach restraint system diagnostic tool 418-F088 (105-R0012) to the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.

14. Reconnect the battery ground cable. For additional information, refer to Section 414-00 .

Reactivation Procedure Vehicles Without Side Air Curtains, Seat Removed

⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, and notes at the beginning of the deactivation procedure.

1. Disconnect the battery ground cable and wait one minute. For additional information, refer to Section 414-00 .

2. Remove restraint system diagnostic tool 418-F088 (105-R0012) from the vehicle harness side of the driver safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and connect the driver safety belt retractor pretensioner electrical connector.

3. Install the driver lower B-pillar trim panel, the driver front and rear door scuff plates, and the driver upper B-pillar trim panel.

4. When any driver in-seat or seat mounted component is diagnosed and repaired, install the driver seat. For additional information, refer to Section 501-10 .

5. Remove restraint system diagnostic tool 418-133 (014-R1076) from the vehicle harness side of the driver seat side air bag module electrical connector, located under the seat, and connect the driver seat side air bag module electrical connector.

6. Remove restraint system diagnostic tool 418-F088 (105-R0012) from the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and connect the passenger safety belt retractor pretensioner electrical connector.

7. Install the passenger lower B-pillar trim panel, the passenger front and rear door scuff plates, and the passenger upper B-pillar trim panel.

8. When any front passenger in-seat or seat mounted component is diagnosed and repaired, install the front passenger seat. For additional information, refer to Section 501-10 .

9. Remove restraint system diagnostic tool 418-133 (014-R1076) from the vehicle harness side of the passenger seat side air bag module electrical connector, located under the seat, and connect the passenger seat side air bag module electrical connector.

10. Remove restraint system diagnostic tool 418-F403 from the vehicle harness side of the passenger air bag module electrical connector and connect the passenger air bag module electrical connector.

11. Install the glove compartment. For additional information, refer to Section 501-01 .

12. Remove restraint system diagnostic tools 418-F395 (2 req'd) from the clockspring side of the driver air bag module electrical connectors.

13. Install the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

14. Reconnect the battery ground cable. For additional information, refer to Section 414-00 .

15. Prove out the system.

Deactivation Procedure Vehicles With Side Air Curtains, Seat Removed

⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Never probe the connectors on a side air curtain module. Doing so can result in side air curtain module deployment.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the RCM backup power supply must be depleted before repairing or replacing any front or side air bag (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait for one minute. For additional information, refer to Section 414-00 .

2. Remove the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

3. Attach restraint system diagnostic tools 418-F395 (2 req'd) to the clockspring side of the driver air bag module electrical connectors.

4. Remove the driver A-pillar trim panel.

5. Disconnect the driver side air curtain module electrical connector, located at the A-pillar, and attach restraint system diagnostic tool 501-097 to the vehicle harness side of the driver side air curtain module electrical connector.

6. Remove the glove compartment. For additional information, refer to Section 501-01 .

7. Disconnect the passenger air bag module electrical connector and attach restraint system diagnostic tool 418-F403 to the vehicle harness side of the passenger air bag module electrical connector.

8. Remove the passenger A-pillar trim panel.

9. Disconnect the passenger side air curtain module electrical connector, located at the A-pillar, and attach restraint system diagnostic tool 501-097 to the vehicle harness side of the passenger side air curtain module electrical connector.

10. Disconnect the passenger seat side thorax air bag module electrical connector, located under the seat, and attach restraint system diagnostic tool 501-097 to the vehicle harness side of the passenger seat side thorax air bag module electrical connector.

11. When diagnosing or repairing any front passenger in-seat or seat mounted component, remove the passenger front seat. For additional information, refer to Section 501-10 .

12. Detach the passenger upper B-pillar trim panel, remove the passenger front and rear door scuff plates, and remove the passenger lower B-pillar trim panel.

13. Disconnect the passenger safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and attach restraint system diagnostic tool 418-F088 (105-R0012) to the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.

14. Disconnect the driver seat side thorax air bag module electrical connector, located under the seat, and attach restraint system diagnostic tool 501-097 to the vehicle harness side of the driver seat side thorax air bag module electrical connector.

15. When diagnosing or repairing any driver in-seat or seat mounted component, remove the driver seat. For additional information, refer to Section 501-10 .

16. Detach the driver upper B-pillar trim panel, remove the driver front and rear door scuff plates, and remove the driver lower B-pillar trim panel.

17. Disconnect the driver safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and attach restraint system diagnostic tool 418-F088 (105-R0012) to the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.

18. Reconnect the battery ground cable. For additional information, refer to Section 414-00 .

Reactivation Procedure Vehicles With Side Air Curtains, Seat Removed

⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, and notes at the beginning of the deactivation procedure.

1. Disconnect the battery ground cable and wait one minute. For additional information, refer to Section 414-00 .

2. Remove restraint system diagnostic tool 418-F088 (105-R0012) from the vehicle harness side of the driver safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and connect the driver safety belt retractor pretensioner electrical connector.

3. Install the driver lower B-pillar trim panel, the driver front and rear door scuff plates, and the driver upper B-pillar trim panel.

4. When any driver in-seat or seat mounted component is diagnosed and repaired, install the driver seat. For additional information, refer to Section 501-10 .

5. Remove restraint system diagnostic tool 501-097 from the vehicle harness side of the driver seat thorax side air bag module electrical connector, located under the seat, and connect the driver seat side thorax air bag module electrical connector.

6. Remove restraint system diagnostic tool 418-F088 (105-R0012) from the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and connect the passenger safety belt retractor pretensioner electrical connector.

7. Install the passenger lower B-pillar trim panel, the passenger front and rear door scuff plates, and the passenger upper B-pillar trim panel.

8. When any front passenger in-seat or seat mounted component is diagnosed and repaired, install the front passenger seat. For additional information, refer to Section 501-10 .

9. Remove restraint system diagnostic tool 501-097 from the vehicle harness side of the passenger seat side thorax air bag module electrical connector, located under the seat, and connect the passenger seat side thorax air bag module electrical connector.

10. Remove restraint system diagnostic tool 501-097 to the vehicle harness side of the passenger side air curtain module electrical connector, located at the A-pillar, and connect the passenger side air curtain

module electrical connector.

11. Install the passenger side A-pillar trim panel.

12. Remove restraint system diagnostic tool 418-F403 from the vehicle harness side of the passenger air bag module electrical connector and connect the passenger air bag module electrical connector.

13. Install the glove compartment. For additional information, refer to Section 501-01 .

14. Remove restraint system diagnostic tool 501-097 from the vehicle harness side of the driver side air curtain module electrical connector, located at the A-pillar, and connect the driver side air curtain module electrical connector.

15. Install the driver side A-pillar trim panel.

16. Remove restraint system diagnostic tools 418-F395 (2 req'd) from the clockspring side of the driver air bag module electrical connectors.

17. Install the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

18. Reconnect the battery ground cable. For additional information, refer to Section 414-00 .

19. Prove out the system.

Deactivation Procedure Vehicles Without Side Air Curtains, Seat Not Removed

⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Never probe the connectors on a side air curtain module. Doing so can result in side air curtain module deployment.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Do not deactivate the side air curtain module circuit by removing the bridge resistor from the electrical connector.

If the side air curtain bridge resistor is removed, an open circuit fault will be generated by the restraints control module (RCM).

If a restraint system diagnostic tool is installed at the side air curtain electrical connector, a low-resistance fault will be generated.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the RCM backup power supply must be depleted before repairing or replacing any front or side air bag (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait for one minute. For additional information, refer to Section 414-00 .

2. Remove the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

3. Attach restraint system diagnostic tools 418-F395 (2 req'd) to the clockspring side of the driver air bag module electrical connectors.

4. Remove the glove compartment. For additional information, refer to Section 501-01 .

5. Disconnect the passenger air bag module electrical connector and attach restraint system diagnostic tool 418-F403 to the vehicle harness side of the passenger air bag module electrical connector.

6. Disconnect the passenger seat side air bag module electrical connector, located under the seat, and attach restraint system diagnostic tool 418-133 (014-R1076) to the vehicle harness side of the passenger seat side air bag module electrical connector.

7. Detach the passenger upper B-pillar trim panel, remove the passenger front and rear door scuff plates, and remove the passenger lower B-pillar trim panel.

8. Disconnect the passenger safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and attach restraint system diagnostic tool 418-F088 (105-R0012) to the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.

9. Disconnect the driver seat side air bag module electrical connector, located under the seat, and attach restraint system diagnostic tool 418-133 (014-R1076) to the vehicle harness side of the driver seat side air bag module electrical connector.

10. Detach the driver upper B-pillar trim panel, remove the driver front and rear door scuff plates, and remove the driver lower B-pillar trim panel.

11. Disconnect the driver safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and attach restraint system diagnostic tool 418-F088 (105-R0012) to the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.

12. Reconnect the battery ground cable. For additional information, refer to Section 414-00 .

Reactivation Procedure Vehicles Without Side Air Curtains, Seat Not Removed

⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, and notes at the beginning of the deactivation procedure.

1. Disconnect the battery ground cable and wait one minute. For additional information, refer to Section 414-00 .

2. Remove restraint system diagnostic tool 418-F088 (105-R0012) from the vehicle harness side of the driver safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and connect the driver safety belt retractor pretensioner electrical connector.

3. Install the driver lower B-pillar trim panel, the driver front and rear door scuff plates, and the driver upper B-pillar trim panel.

4. Remove restraint system diagnostic tool 418-133 (014-R1076) from the vehicle harness side of the driver seat side air bag module electrical connector, located under the seat, and connect the driver seat side air bag module electrical connector.

5. Remove restraint system diagnostic tool 418-F088 (105-R0012) from the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and connect the passenger safety belt retractor pretensioner electrical connector.

6. Install the passenger lower B-pillar trim panel, the passenger front and rear door scuff plates, and the passenger upper B-pillar trim panel.

7. Remove restraint system diagnostic tool 418-133 (014-R1076) from the vehicle harness side of the passenger seat side air bag module electrical connector, located under the seat, and connect the passenger seat side air bag module electrical connector.

8. Remove restraint system diagnostic tool 418-F403 from the vehicle harness side of the passenger air bag module electrical connector and connect the passenger air bag module electrical connector.

9. Install the glove compartment. For additional information, refer to Section 501-01 .

10. Remove restraint system diagnostic tools 418-F395 (2 req'd) from the clockspring side of the driver air bag module electrical connectors.

11. Install the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

12. Reconnect the battery ground cable. For additional information, refer to Section 414-00 .

13. Prove out the system.

Deactivation Procedure Vehicles With Side Air Curtains, Seat Not Removed

⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Never probe the connectors on a side air curtain module. Doing so can result in side air curtain module deployment.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the RCM backup power supply must be depleted before repairing or replacing any front or side air bag (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait for one minute. For additional information, refer to Section 414-00 .

2. Remove the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

3. Attach restraint system diagnostic tools 418-F395 (2 req'd) to the clockspring side of the driver air bag module electrical connectors.

4. Remove the driver A-pillar trim panel.

5. Disconnect the driver side air curtain module electrical connector, located at the A-pillar, and attach restraint system diagnostic tool 501-097 to the vehicle harness side of the driver side air curtain module electrical connector.

6. Remove the glove compartment. For additional information, refer to Section 501-01 .

7. Disconnect the passenger air bag module electrical connector and attach restraint system diagnostic tool 418-F403 to the vehicle harness side of the passenger air bag module electrical connector.

8. Remove the passenger A-pillar trim panel.

9. Disconnect the passenger side air curtain module electrical connector, located at the A-pillar, and attach restraint system diagnostic tool 501-097 to the vehicle harness side of the passenger side air curtain module electrical connector.

10. Disconnect the passenger seat side thorax air bag module electrical connector, located under the seat, and attach restraint system diagnostic tool 501-097 to the vehicle harness side of the passenger seat side thorax air bag module electrical connector.

11. Detach the passenger upper B-pillar trim panel, remove the passenger front and rear door scuff plates, and remove the passenger lower B-pillar trim panel.

12. Disconnect the passenger safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and attach restraint system diagnostic tool 418-F088 (105-R0012) to the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.

13. Disconnect the driver seat side thorax air bag module electrical connector, located under the seat, and attach restraint system diagnostic tool 501-097 to the vehicle harness side of the driver seat side thorax air bag module electrical connector.

14. Detach the driver upper B-pillar trim panel, remove the driver front and rear door scuff plates, and remove the driver lower B-pillar trim panel.

15. Disconnect the driver safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and attach restraint system diagnostic tool 418-F088 (105-R0012) to the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.

16. Reconnect the battery ground cable. For additional information, refer to Section 414-00 .

Reactivation Procedure Vehicles With Side Air Curtains, Seat Not Removed

⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, and notes at the beginning of the deactivation procedure.

1. Disconnect the battery ground cable and wait one minute. For additional information, refer to Section 414-00 .

2. Remove restraint system diagnostic tool 418-F088 (105-R0012) from the vehicle harness side of the driver safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and

connect the driver safety belt retractor pretensioner electrical connector.

3. Install the driver lower B-pillar trim panel, the driver front and rear door scuff plates, and the driver upper B-pillar trim panel.

4. Remove restraint system diagnostic tool 501-097 from the vehicle harness side of the driver seat side thorax air bag module electrical connector, located under the seat, and connect the driver seat side thorax air bag module electrical connector.

5. Remove restraint system diagnostic tool 418-F088 (105-R0012) from the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector, located near the base of the B-pillar, and connect the passenger safety belt retractor pretensioner electrical connector.

6. Install the passenger lower B-pillar trim panel, the passenger front and rear door scuff plates, and the passenger upper B-pillar trim panel.

7. Remove restraint system diagnostic tool 501-097 from the vehicle harness side of the passenger seat side thorax air bag module electrical connector, located under the seat, and connect the passenger seat side thorax air bag module electrical connector.

8. Remove restraint system diagnostic tool 501-097 to the vehicle harness side of the passenger side air curtain module electrical connector, located at the A-pillar, and connect the passenger side air curtain module electrical connector.

9. Install the passenger side A-pillar trim panel.

10. Remove restraint system diagnostic tool 418-F403 from the vehicle harness side of the passenger air bag module electrical connector and connect the passenger air bag module electrical connector.

11. Install the glove compartment. For additional information, refer to Section 501-01 .

12. Remove restraint system diagnostic tool 501-097 from the vehicle harness side of the driver side air curtain module electrical connector, located at the A-pillar, and connect the driver side air curtain module electrical connector.

13. Install the driver side A-pillar trim panel.

14. Remove restraint system diagnostic tools 418-F395 (2 req'd) from the clockspring side of the driver air bag module electrical connectors.

15. Install the driver air bag module. For additional information, refer to Driver Air Bag Module in this section.

16. Reconnect the battery ground cable. For additional information, refer to Section 414-00 .

17. Prove out the system.

Prove Out Procedure

Turn the ignition switch from the OFF to the ON position and visually monitor the air bag indicator with all SRS components connected or restraint system diagnostic tools installed. The air bag indicator will light continuously for approximately six seconds and then turn off. If an SRS fault is present, the air bag indicator will either:

- fail to light.
- remain lit continuously.
- flash.

The flashing might not occur until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the restraints control module (RCM) to complete the testing of the SRS. If the air bag indicator is inoperative and an SRS fault exists, a chime will sound in a pattern of five sets of five beeps. If this occurs, the air bag indicator will need to be repaired before diagnosis can continue.

Glossary

Secondary Air Bag Warning

The secondary air bag warning is an audible fault format that consists of five sets of five tone bursts, with each set of five tone bursts separated by a five second quiet period. One tone burst cycle will consist of one second ON and one second OFF. This series of five activations is repeated every 30 minutes.

Air Bag/Pretensioner Restraint System Diagnostic Tools

Air bag/pretensioner restraint system diagnostic tools are used to simulate the equivalent resistance of an air bag module or safety belt pretensioner during certain diagnostic procedures.

Disconnect the Component

Disconnect the component means to disconnect the component vehicle harness connector, not to remove the component. Do not reconnect a disconnected component unless instructed to do so.

Deactivate the System

Deactivate the system means to carry out a deactivation procedure. For additional information, refer to Deactivation Procedure in this section.

Prove Out the System

Prove out the system means to turn the ignition switch from the OFF to the ON position, and to visually monitor the air bag indicator with the air bag modules and safety belt pretensioners or restraint system diagnostic tools installed. For additional information, refer to Prove Out Procedure in this section.

Reactivate the System

Reactivate the system means to carry out the reactivation procedure. For additional information, refer to Reactivation Procedure in this section.

Reconnect the System

Reconnect the system means to reconnect all system components. For additional information, refer to Air Bag System Reconnect Checklist in this section.

Install a New Component

Install a new component means to remove the existing component and install a new authorized part obtained from Ford Customer Service Division.

Verify the System

Verify the system means to prove out the system with restraint system diagnostic tools installed in place of the SRS components.

Air Bag Reconnect Checklist

The checklist below should be completed following diagnosis or repair of any air bag system concern:

- All restraint system diagnostic tools removed?
- All in-seat harness connectors connected?
- All air bag modules connected?
- Safety belt pretensioner connectors connected?
- Restraints control module (RCM) connected?
- All sensors (front and side impact sensors) connected?
- Battery connected?

Diagnostic Instructions Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) Printable View (43 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-FS317 New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool with required communication adapter

The symptom chart can be used to help locate supplemental restraint system (SRS) concerns if no diagnostic trouble codes (DTCs) are retrieved and the listed symptoms are observed. Whether or not the listed symptoms are observed, always carry out the following:

1. Retrieve all DTCs stored in the restraints control module (RCM) memory. For additional information, refer to Retrieve/Clear Continuous DTCs in this section.

2. Run the On-Demand Self Test to determine what DTCs are currently being sensed by the RCM. Refer to On-Demand Self Test in this section.

3. If the stored DTCs are different than the current DTCs, always repair the current DTCs first.

4. If memory displays different continuous DTCs than the On-Demand Self Test, carry out in the following order:

- On-Demand Self Test
- Memory (Retrieve/Clear Continuous DTCs)

A DTC can indicate several concerns. The DTCs are to assist in system diagnosis and are not to be considered definitive. Always refer to the pinpoint test corresponding to the DTC to determine where the concern lies and to repair the concern correctly.

The SRS diagnostics can be divided into three sections:

- diagnostic test modes
- PID/data monitor and record
- active command modes

Diagnostic Test Modes

Two menu options are available under the diagnostic test modes:

- Retrieve/Clear Continuous DTCs
- On-Demand Self Test

Retrieve/Clear Continuous DTCs

During vehicle operation, the restraints control module (RCM) will detect and store both intermittent and hard failure DTCs in nonvolatile memory. The DTC strategy employed by the RCM incorporates a time-out scheme for determining when a concern exists in the system. This requires a concern to exist for up to one minute in the system before the RCM will detect it. For the RCM to determine that a concern no longer exists, the concern must be absent for up to one minute. The actual detection time-outs vary with each DTC. The DTCs can be retrieved with a scan tool using the retrieve/clear continuous DTCs option. Any DTCs stored in the RCM will be displayed on the scan tool along with a brief description of the DTC. If no DTCs are present, the scan tool will display a SYSTEM PASSED message. This option can also be used to clear DTCs from the RCM memory, as long as the concern no longer exists. Once 128 key cycles have been recorded since the concern was last detected, the DTC will automatically be removed from memory.

To retrieve or clear DTCs, follow these steps:

5. Connect the scan tool to the data link connector (DLC).
6. Turn the ignition switch to the ON position.
7. Follow the manufacturer's instructions for the scan tool being used.
8. **NOTE:** Before proceeding with the clearing operation, make note of the DTCs displayed. Once cleared, DTCs cannot be retrieved.

   All continuous DTCs will be displayed on the screen.
9. Clear the DTCs. After clearing the DTCs, cycle the key OFF, then ON.
   - Continuous DTCs that have been cleared will **not** re-occur as "Continuous" in the same key cycle. Only new DTCs which were **not** present before clearing can occur as "Continuous" after clearing.

On-Demand Self Test

The On-Demand Self Test option is used to verify that no electrical concerns exist with the air bag SRS. Upon entering the self-test, the restraints control module (RCM) will make an electrical check of each electrical component in the system. If a concern is detected, a DTC is displayed on the scan tool with a brief description of the DTC. Concerns detected during the self-test are not stored in memory, unless the same concern was also detected during normal vehicle operation. The self-test should always be run after any repair to verify that the repair was successful.

To run the On-Demand Self Test, follow these steps:

1. Connect the scan tool to the data link connector (DLC).
2. Turn the ignition switch to the ON position.
3. Follow the manufacturer's instructions for the scan tool being used.
4. The RCM will run the On-Demand Self Test and display on-demand DTCs (reflecting hard system concerns) on the screen.

Bit-Mapped Diagnostic Trouble Codes (DTCs)

Many of the continuous and on-demand DTCs that can be present in the RCM are bit-mapped DTCs that

utilize PIDs (flagged faults). Bit-mapped DTCs are conceptually different from the previous style of DTCs. Previously, DTCs identified a specific concern for a given component and pointed to a particular diagnostic path. In the diagnostic path, PIDs are sometimes used to determine the root cause. Bit-mapped DTCs do not identify the specific concern. A bit-mapped DTC identifies the component(s) in which the concern exists. The next level (PIDs or flagged faults) identifies the specific concern.

A scan tool must be used to view the PIDs (flagged faults) of a bit-mapped DTC. Once a scan tool has retrieved a bit-mapped DTC, the scan tool will provide the option to "FLAG" that DTC. When the option to "FLAG" the DTC is available, it must be carried out to identify the specific concern that is present. When the option to "FLAG" the DTC has been carried out, the scan tool will then display the PIDs (flagged faults) for that DTC, including the status or state that exists (on-demand DTC) or existed (continuous DTC).

To view and flag bit-mapped DTCs, follow these steps:

1. Connect the scan tool to the data link connector (DLC).
2. Turn the ignition switch to the ON position.
3. Follow the manufacturer's instructions for the scan tool being used.
4. Carry out an On-Demand Self Test or retrieve continuous DTCs.
5. Select the DTC and the "FLAG" option on the scan tool.
6. The scan tool will display PIDs for the DTC. Record all flagged faults.

PID/Data Monitor and Record

The PID/Data Monitor and Record option allows the scan tool operator to read the state of several parameter IDs (PIDs) to aid in diagnosing the system. PIDs are real time measurements of parameters such as voltages, resistances, etc., calculated by the restraints control module (RCM) and sent to the scan tool for display. Many of the PIDs supported by the RCM are calculated periodically and are, therefore, not true real time readings.

To retrieve PIDs, follow these steps:

1. Connect the scan tool to the data link connector (DLC).
2. Turn the ignition switch to the ON position.
3. Follow the manufacturer's instructions for the scan tool being used.
4. Record all PIDs that are to be retrieved and initiate PID retrieval. PIDs are updated continuously on the display.

Active Commands

Instrument Cluster Module

These commands allow the technician to verify the operation of instrument cluster module components and sub-systems.

Restraints Control Module

These commands allow the technician to verify operation of the supplemental restraint system (SRS) indicator lamps.

Lamp Fault Codes

When the restraints control module (RCM) detects a system fault, it will cause the air bag indicator to flash a coded sequence: a lamp fault code (LFC). The code is two digits. The first digit is flashed with a 0.5 second interval between pulses. There is a 2 second pause before the second digit is flashed, which also has a 0.5 second interval between pulses. There is a 5 second pause between each display of an LFC.

Each LFC is flashed five times after which the air bag indictor will remain lit for the remainder of the key-on cycle. If there are multiple LFCs, each LFC will flash in order of priority.

Diagnostic Trouble Codes (DTCs)

While the lamp fault codes (LFCs) are an indication of a general concern in the passive restraints system, the diagnostic trouble codes (DTCs) are more specific. The DTCs can be retrieved from the restraints control module (RCM) with a scan tool via the data link connector (DLC).

Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table

DTC [a]	LFC [b]	Description	Action To Take
	Continuous	The Air Bag Indicator is Illuminated Continuously, RCM Disconnected or Inoperative, Loss of Battery Feed, or Loss of Signal Ground	Go To Pinpoint Test A .
B1231	13	Crash Data Memory Full	Install a new RCM and impact sensors. REFER to Inspection and Repair After a Supplemental Restraint System (SRS) Deployment .
B1317	Continuous	Battery Voltage High	CHECK battery voltage; to be below 16 volts. REFER to Section 414-00 .
B1318	Continuous	Battery Voltage Low	CHECK battery voltage; to be above 9.0 volts. REFER to Section 414-00 .
B1342	12	RCM Is Faulted	Install a new RCM.
B1869	NONE Continuous lamp Secondary air bag warning sounds if another fault is present	Lamp Air Bag Warning Indicator Circuit Open or Short to Ground	Go To Pinpoint Test B .
B1870	NONE Secondary air bag warning sounds if another fault is	Air Bag Warning Indicator Circuit Short to Battery	Go To Pinpoint Test C .

	present		
B1891	53	Air Bag Tone Warning Indicator Circuit Short to Battery	Go To Pinpoint Test D .
B1892	53	Air Bag Tone Warning Indicator Circuit Open or Short to Ground	Go To Pinpoint Test E .
B1921	14	Air Bag Diagnostic Monitor Ground Circuit Open	Go To Pinpoint Test F .
B2290	16	Occupant Classification System Fault	Go To Pinpoint Test G .
B2292	33	Restraint System Safety Belt Pretensioner Fault (Driver Pretensioner Circuit Fault)	Go To Pinpoint Test H .
B2292	34	Restraint System Safety Belt Pretensioner Fault (Passenger Pretensioner Circuit Fault)	Go To Pinpoint Test H .
B2293	19	Restraint System Air Bag Fault (Driver Front Air Bag Circuit Fault)	Go To Pinpoint Test I .
B2293	21	Restraint System Air Bag Fault (Passenger Front Air Bag Circuit Fault)	Go To Pinpoint Test I .
B2294	24	Restraint System Curtain Fault (Driver Side Air Curtain Circuit Fault)	Go To Pinpoint Test J .
B2294	25	Restraint System Curtain Fault (Passenger Side Air Curtain Circuit Fault)	Go To Pinpoint Test J .
B2295	22	Restraint System Side Air Bag Fault (Driver Seat Side Air Bag Circuit Fault)	Go To Pinpoint Test K .
B2295	23	Restraint System Side Air Bag Fault (Passenger Seat Side Air Bag Circuit Fault)	Go To Pinpoint Test K .
B2296	42	Restraint System Impact Sensor Fault (Front Impact Severity Sensor Circuit Fault)	Go To Pinpoint Test L .
B2296	43	Restraint System Impact Sensor Fault (Driver Side Front Row Impact Sensor Circuit Fault)	Go To Pinpoint Test L .
B2296	45	Restraint System Impact Sensor Fault (Driver Side Second Row Impact Sensor Circuit Fault)	Go To Pinpoint Test L .
B2296	44	Restraint System Impact Sensor Fault (Passenger Side Front Row Impact Sensor Circuit Fault)	Go To Pinpoint Test L .
B2296	46	Restraint System Impact Sensor Fault (Passenger Side Second Row Impact Sensor Circuit Fault)	Go To Pinpoint Test L .
B2434	51	Driver Safety Belt Buckle Switch Circuit Short To Ground	Go To Pinpoint Test M .
B2435	51	Driver Safety Belt Buckle Switch Circuit Resistance Out Of Range	Go To Pinpoint Test N .
B2438	52	Passenger Safety Belt Buckle Switch Circuit Short To Ground	Go To Pinpoint Test O .

B2439	52	Passenger Safety Belt Buckle Switch Circuit Resistance Out Of Range	Go To Pinpoint Test P .
B2477	Continuous	Module Configuration Error	INSTALL a new RCM.
B2691	51	Driver Safety Belt Buckle Switch Circuit Fault	Go To Pinpoint Test Q .
B2692	52	Passenger Safety Belt Buckle Switch Circuit Fault	Go To Pinpoint Test R .
C1414	15	Incorrect Module Design Level	Go To Pinpoint Test S .
C1947	49	Driver Seat Track Position Sensor Circuit Short to Ground	Go To Pinpoint Test T .
C1948	49	Driver Seat Track Position Sensor Circuit Resistance Out Of Range	Go To Pinpoint Test U .
C1981	49	Driver Seat Track Position Sensor Circuit Fault	Go To Pinpoint Test V .
		No Communication with the Restraints Control Module.	Go To Pinpoint Test W .

[a] DTC: Diagnostic trouble code, retrieved using scan tool.
[b] LFC: Lamp fault code, flashed on air bag indicator.

Inspection and Verification

1. Verify the customer concern by checking the air bag indicator in the instrument cluster. For additional information, refer to Prove Out the System in this section.

2. Visually inspect for obvious signs of mechanical and electrical damage using the following chart.

Visual Inspection Chart

Mechanical	Electrical
• Damaged restraints control module (RCM) bracket • Damaged front impact severity sensor or bracket • Damaged side impact sensor or bracket	• Open fuse(s) • Damaged wiring harness • Loose or corroded connectors • Circuitry open/shorted • Damaged shorting bars

3. If the concern is not visually evident, use the scan tool to retrieve diagnostic trouble codes (DTCs) and carry out the on-demand self test.

4. If the on-demand self test is passed and no DTCs are retrieved, GO to Symptom Chart .

5. If DTCs are retrieved, refer to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table.

Symptom Chart

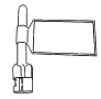
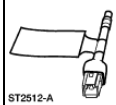
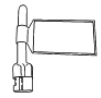
Symptom Chart

Pinpoint Tests Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS)

Printable View (1419 KB)

Refer to Wiring Diagrams Cell 46 for schematic and connector information.

Special Tool(s)

ST1137-A	FLUKE 73 III Automotive Meter 105-R0057 or equivalent
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133 (014-R1076)
ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)
ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097
ST2332-A	Worldwide Diagnostic System (WDS) 418-FS317 New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool

Restraint System Diagnostic Tool Warning

⚠ WARNING: Restraint system diagnostic tools are for service only. Tools must be removed prior to operating the vehicle over the road. Failure to remove restraint system diagnostic tools could result in injury and possible violation of vehicle safety standards.

Pinpoint Test A: The Air Bag Warning Indicator Is Illuminated Continuously RCM Disconnected or Inoperative, Loss of Battery Feed, or Loss of Signal Ground

Normal Operation

NOTE: During normal operation, the air bag indicator will illuminate continuously for 6 seconds after the ignition switch is placed to the ON or START position and after five cycles of a lamp fault code (LFC), if a fault exists. Be sure to cycle the ignition switch and look for a 6 second indicator prove-out without LFCs.

The restraints control module (RCM) will communicate diagnostic trouble codes (DTCs) to the scan tool through the data link connector (DLC). If the scan tool displays NO COMMUNICATION when retrieving

continuous DTCs, Go To Pinpoint Test W to troubleshoot the system.

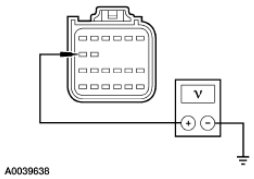
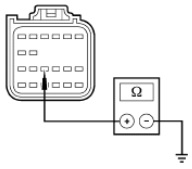
Possible Causes

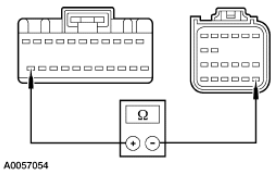
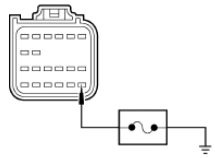
An air bag indicator that is illuminated continuously can be caused by one of the following:

- damaged ignition circuit.
- RCM disconnected from the vehicle harness.
- a loss of RCM signal ground.
- a faulted RCM.
- damaged wiring, terminals, or connectors.
- a loss of RCM battery feed.
- a faulted instrument cluster

PINPOINT TEST A: THE AIR BAG WARNING INDICATOR IS ILLUMINATED CONTINUOUSLY RCM DISCONNECTED OR INOPERATIVE, LOSS OF BATTERY FEED, OR LOSS OF SIGNAL GROUND

Test Step	Result / Action to Take
A1 CHECK FOR CONTINUOUS OR ON-DEMAND SELF TEST DTCs	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Were any continuous or on-demand self test DTCs retrieved?**	**Yes** If continuous DTCs were retrieved, GO to A2 . If on-demand DTCs were retrieved, GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** GO to A2 .
A2 CHECK THE RCM CONNECTION	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal**	**Yes** GO to A3 . **No** CONNECT C310a and ENGAGE the locking tab. GO to A7 .

injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Connect: RCM C310a. • **Is RCM C310a fully connected and the connector locking tab engaged?**	
A3 CHECK CIRCUIT 15-JA10A (GN/OG) FOR AN OPEN	
• Disconnect: RCM C310a. • Key in ON position. • Measure the voltage between RCM C310a pin 12, circuit 15-JA10A (GN/OG), harness side and ground.  A0039638 • **Is the voltage between 9 and 16 volts?**	**Yes** GO to A4 . **No** REPAIR circuit 15-JA10A (GN/OG). GO to A7 .
A4 CHECK CIRCUIT 31-JA10 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between RCM C310a pin 16, circuit 31-JA10 (BK/RD), harness side and ground.  A0039639 • **Is the resistance less than 5 ohms?**	**Yes** GO to A5 . **No** REPAIR circuit 31-JA10 (BK/RD). GO to A7 .
A5 CHECK CIRCUIT 31S-JA14 (BK/GN) FOR AN OPEN	

• Disconnect: Instrument Cluster C220a. • Measure the resistance between instrument cluster module C220a pin 22, circuit 31S-JA14 (BK/GN), harness side and RCM C310a pin 19, circuit 31S-JA14 (BK/GN), harness side.  A0057054 • **Is the resistance less than 5 ohms?**	**Yes** GO to A6 . **No** REPAIR circuit 31S-JA14 (BK/GN). GO to A7 .
A6 CHECK THE INDICATOR LAMP OPERATION (DRIVE LAMP OFF)	
• Connect: Instrument Cluster C220a. • Key in ON position. • Connect a fused jumper between the RCM C310a pin 19, circuit 31S-JA14 (BK/GN), harness side and ground.  A0049155 • **Is the indicator lamp off?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to A7 . **No** REPAIR or INSTALL a new instrument cluster module. REFER to Section 413-00 . GO to A7 .
A7 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step A1. • **Were any continuous DTCs retrieved during Step A1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

	CLEAR all DTCs.

Pinpoint Test B: DTC B1869 Lamp Air Bag Warning Indicator Circuit Open or Short to Ground

Normal Operation

If the restraints control module (RCM) detects an open or short to ground on the air bag warning indicator circuit, it will store diagnostic trouble code (DTC) B1869 in memory.

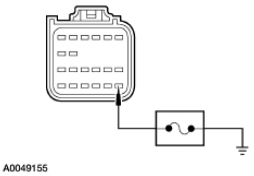
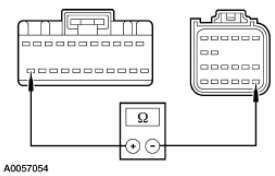
Possible Causes

An open air bag indicator circuit can be caused by:

- damaged wiring, terminals, or connectors.
- a faulted RCM.
- an instrument cluster module internal concern.

PINPOINT TEST B: DTC B1869 LAMP AIR BAG WARNING INDICATOR CIRCUIT OPEN OR SHORT TO GROUND

Test Step	Result / Action to Take
B1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1869 retrieved during the on-demand self test?**	**Yes** If the air bag indicator lamp **does** illuminate,GO to B2 . If the air bag indicator **does not** illuminate,GO to B4 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to B5 .
B2 CHECK THE INDICATOR LAMP OPERATION (DRIVE LAMP OFF)	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to B6 . **No** GO to B3 .

bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Disconnect: RCM C310a. • Key in ON position. • Connect a fused jumper between the RCM C310a pin 19, circuit 31S-JA14 (BK/GN), harness side and ground.  A0049155 • **Is the indicator lamp off?**	
B3 CHECK CIRCUIT 31S-JA14 (BK/GN) FOR AN OPEN	
• Key in OFF position. • Disconnect: Instrument Cluster Module C220a. • Disconnect: RCM 310a. • Measure the resistance between instrument cluster module C220a pin 22, circuit 31S-JA14 (BK/GN), harness side and RCM C310a pin 19, circuit 31S-JA14 (BK/GN), harness side.  A0057054 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR or INSTALL a new instrument cluster module. REFER to Section 413-00 . GO to B6 . **No** REPAIR circuit 31S-JA14 (BK/GN). GO to B6 .
B4 CHECK THE INDICATOR LAMP OPERATION (DRIVE LAMP ON)	
• Key in OFF position.	**Yes** INSTALL a new

• Disconnect: RCM 310a. • Key in ON position. • **Is the indicator lamp on?**	RCM. REFER to Restraints Control Module (RCM) in this section. GO to B6 . **No** REPAIR circuit 31S-JA14 (BK/GN). GO to B6 .
B5 CHECK FOR AN INTERMITTENT FAULT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.** ⚠ **WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.** ⚠ **WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.** ⚠ **WARNING: Never probe the electrical connector on side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1869 retrieved during the on-demand self test?**	**Yes** GO to B2 . **No** CHECK for causes of intermittent open or short to ground on circuit 31S-JA14 (BK/GN). ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to B6 .
B6 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step B1. • **Were any continuous DTCs retrieved during Step B1?**	**Yes** Do not clear any DTCs until all DTCs

	have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Priority Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test C: DTC B1870 Air Bag Warning Indicator Circuit Short to Battery

Normal Operation

If the restraints control module detects a short to battery on the air bag warning indicator circuit, it will store diagnostic trouble code (DTC) B1870 in memory. If any other DTCs are detected with this DTC active, the secondary air bag warning will be activated.

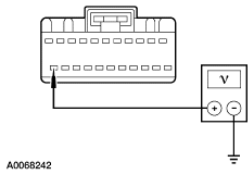
Possible Causes

An air bag indicator circuit short to battery can be caused by:

- damaged wiring, terminals, or connectors.
- a faulted RCM.

PINPOINT TEST C: DTC B1870 AIR BAG INDICATOR CIRCUIT SHORT TO BATTERY

Test Step	Result / Action to Take
C1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1870 retrieved during the on-demand self test?**	**Yes** GO to C2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to C4 .
C2 CHECK CIRCUIT 31S-JA14 (BK/GN) FOR A SHORT TO BATTERY	

⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. **NOTE:** Any DTCs for air bag indicator faults associated with the instrument cluster module will be logged by the RCM. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Disconnect: Instrument Cluster Module C220a. • Disconnect: RCM C310a. • Key in ON position. • Measure the voltage between C220a pin 22, circuit 31S-JA14 (BK/GN), harness side and ground.  • **Is the voltage less than 0.2 volt?**	**Yes** GO to C3 . **No** REPAIR circuit 31S-JA14 (BK/GN). GO to C5 .

C3 CHECK THE RCM	
• Key in OFF position. • Connect: RCM C310a. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **NOTE:** DTC B1869 should be retrieved when carrying out the on-demand self test due to an open on circuit 31S-JA14 (BK/GN), DTC B1870 should not be retrieved at this time. • **Was DTC B1870 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to C5 . **No** REPAIR or INSTALL a new instrument cluster module. REFER to Section 413-00 . GO to C5 .
C4 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.	**Yes** GO to C2 . **No** CHECK for causes of intermittent short to battery on circuit 31S-JA14 (BK/GN). ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. ACTIVATE other systems in the same wire bundle. REPAIR any intermittent concerns found. GO to C5 .

• Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1870 retrieved during the on-demand self test?**	
C5 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step C1. • **Were any continuous DTCs retrieved during Step C1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test D: DTC B1891 Air Bag Tone Warning Indicator Circuit Short to Battery

Normal Operation

The restraints control module (RCM) monitors its connection to the instrument cluster module at C310a pin 22. This connection is used to signal a chime if the air bag indicator is inoperative and another SRS fault exists. If the RCM detects a short to battery on the connection to the instrument cluster module, it will store diagnostic trouble code (DTC) B1891 in memory.

Possible Causes

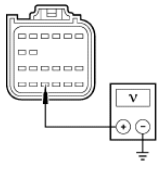
An air bag tone warning circuit short to battery or ignition can be caused by:

- damaged wiring, terminals, or connectors.
- a damaged or inoperative instrument cluster module.
- a faulted RCM.

PINPOINT TEST D: DTC B1891 AIR BAG TONE WARNING INDICATOR CIRCUIT SHORT TO BATTERY

Test Step	Result / Action to Take
D1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1891 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during

	the on-demand self test. GO to D2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to D4 .
D2 CHECK THE AIR BAG TONE WARNING INDICATOR CIRCUIT FOR A SHORT TO BATTERY	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Disconnect: RCM C310a. • Disconnect: Instrument Cluster Module C220a. • Key in ON position. • Measure the voltage between RCM C310a pin 22, circuit 8-GE52 (WH/BK), harness side and ground.	**Yes** GO to D3 . **No** REPAIR circuit 8-GE52 (WH/BK). GO to D5 .

 • **Is the voltage less than 0.2 volt?**	
D3 CHECK THE AIR BAG TONE WARNING INDICATOR CIRCUIT	
• Key in OFF position. • Connect: RCM C310a. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **NOTE:** DTC 1892 should be retrieved when carrying out the on-demand self test due to an open circuit 8-GE52 (WH/BK), DTC 1891 should not be retrieved at this time. • **Was DTC B1891 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to D5 . **No** INSTALL a new instrument cluster module. REFER to Section 413-00 . GO to D5 .
D4 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.** **⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system**	**Yes** GO to D2 . **No** CHECK for causes of intermittent short to voltage on circuit 8-GE52 (WH/BK). ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to D5 .

diagnostic tools must be removed before operating the vehicle over the road. NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1891 retrieved during the on-demand self test?**	
D5 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step D1. • **Were any continuous DTCs retrieved during Step D1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test E: LFC 53/DTC B1892 Air Bag Tone Warning Indicator Circuit Short to Ground or Open

Normal Operation

The restraints control module (RCM) monitors its connection to the instrument cluster module at C310a pin 22. This connection is used to signal a chime if the air bag indicator is inoperative and another SRS fault exists. If the RCM detects a short to ground or open on the connection to the cluster, it will store diagnostic trouble code (DTC) B1892 in memory and flash lamp fault code (LFC) 53 (or a higher priority code if one exists) on the air bag indicator.

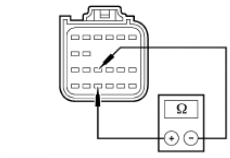
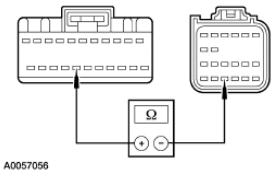
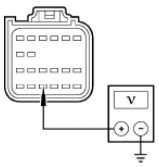
Possible Causes

An air bag tone warning indicator circuit short to ground or open can be caused by:

- damaged wiring, terminals, or connectors.
- a damaged or inoperative instrument cluster module.
- a faulted RCM.

PINPOINT TEST E: LFC 53/DTC B1892 AIR BAG TONE WARNING INDICATOR CIRCUIT SHORT TO GROUND OR OPEN

Test Step	Result / Action to Take
E1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1892 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to E2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to E5 .
E2 CHECK THE AIR BAG TONE WARNING INDICATOR CIRCUIT FOR A GROUND SHORT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system**	**Yes** GO to E3 . **No** REPAIR circuit 8-GE52 (WH/BK). GO to E6 .

diagnostic tools must be removed before operating the vehicle over the road. NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Disconnect: RCM C310a. • Disconnect: Instrument Cluster Module C220a. • Measure the resistance between RCM C310a pin 22, circuit 8-GE52 (WH/BK), harness side and RCM C310a pin 16, circuit 31-JA10 (BK/RD), harness side.  A0049256 • **Is the resistance greater than 1,000,000 ohms?**	
E3 CHECK THE AIR BAG TONE WARNING INDICATOR CIRCUIT FOR AN OPEN	
• Key in OFF position. • Measure the resistance between RCM C310a pin 22, circuit 8-GE52 (WH/BK), harness side and instrument cluster module C220a pin 18, circuit 8-GE52 (WH/BK), harness side.  A0057056 • **Is the resistance less than 5 ohms?**	**Yes** GO to E4 . **No** REPAIR circuit 8-GE52 (WH/BK). GO to E6 .
E4 CHECK THE AIR BAG TONE WARNING INDICATOR	
• Connect: Instrument Cluster Module C220a. • Key in ON position. • Measure the voltage at RCM C310a pin 22, circuit 8-GE52 (WH/BK).  A0049254 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to E6 . **No** INSTALL a new instrument cluster module. REFER to Section 413-00 . GO to E6 .
E5 CHECK FOR AN INTERMITTENT FAULT	
	Yes GO to E2 .

⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1892 retrieved during the on-demand self test?**	**No** CHECK for causes of intermittent short to ground or open on circuit 8-GE52 (WH/BK). ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to E6 .
E6 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step E1. • **Were any continuous DTCs retrieved during Step E1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system.

	REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test F: LFC 14/DTC B1921 Air Bag Diagnostic Monitor Ground Circuit Open

Normal Operation

⚠ WARNING: The tightening torque of the restraints control module (RCM) retaining bolts is critical for correct air bag supplemental restraint system (SRS) operation. Refer to Restraints Control Module (RCM) in this section for correct torque values.

NOTE: A resistance difference as low as 10 ohms may set the LFC.

The restraints control module (RCM) monitors the resistance between the ground connections at the mounting bracket and the reference ground at C310a pin 16, circuit 31-JA10 (BK/RD). If the RCM detects a difference in resistance, it will store diagnostic trouble code (DTC) B1921 in memory and flash lamp fault code (LFC) 14 (or higher priority code if one exists) on the air bag indicator.

Possible Causes

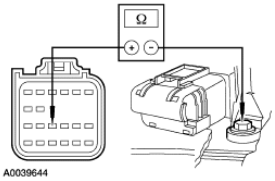
A resistance difference between the RCM bracket ground and harness ground can be caused by:

- RCM or RCM bracket not securely mounted.
- damaged wiring, terminals, or connectors.
- a faulted RCM.

PINPOINT TEST F: LFC 14/DTC B1921 AIR BAG DIAGNOSTIC MONITOR CIRCUIT OPEN

Test Step	Result / Action to Take
F1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1921 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to F2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to F5 .
F2 INSPECT THE RCM MOUNTING, MOUNTING BRACKET AND MOUNTING SURFACE	

⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Inspect the RCM retainers and RCM bracket mounting bolts and make sure they are fully seated and tightened correctly. • Remove the RCM. Refer to Restraints Control Module (RCM) in this section. • Visually inspect the RCM, mounting bracket and mounting surface for damage, corrosion or dirt. • **Was a significant amount of corrosion or dirt found, or was the RCM mounting bracket attached to the mounting surface incorrectly or were the RCM bolts not fully seated and tightened correctly?**	**Yes** CLEAN and TIGHTEN the bolts. REPAIR the mounting surface as necessary. REINSTALL the RCM and mounting bracket to the mounting surface. GO to F6 . **No** GO to F3 .
F3 INSTALL THE RCM AND CARRY OUT THE ON-DEMAND SELF TEST	
• Clean the RCM mounting surfaces and bolts.	**Yes** GO to F4 .

• Install the RCM. Refer to Restraints Control Module (RCM) in this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1921 retrieved during the on-demand self test?**	**No** Fault corrected. GO to F6 .
F4 CHECK GROUND CIRCUIT 31-JA10 (BK/RD) FOR HIGH RESISTANCE	
• Key in OFF position. • Measure the resistance between RCM C310a pin 16, circuit 31-JA10 (BK/RD), harness side and the RCM case ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to F6 . **No** REPAIR circuit 31-JA10 (BK/RD). GO to F6 .
F5 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed**	**Yes** GO to F2 . **No** CHECK for causes of intermittent high resistance on circuit 31-JA10 (BK/RD) or the chassis ground. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to F6 .

before operating the vehicle over the road. NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B1921 retrieved during the on-demand self test?**	
F6 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step F1. • **Were any continuous DTCs retrieved during Step F1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test G: LFC 16/DTC B2290 Occupant Classification Sensor (OCS) System Fault

Normal Operation

The restraints control module (RCM) checks the occupant classification sensor (OCS) circuits for faults. If the RCM detects one of the following faults on any of the OCS circuits, it will store diagnostic trouble code (DTC) B2290 in memory and flash either lamp fault code (LFC) 16 (or higher priority code if one exists) on the air bag indicator.

The OCS system components (seat cushion foam pad, bladder with pressure sensor and electronic control unit) are calibrated to each other and are serviced as an assembly. The OCS system components are not to be installed separately. If installing a new OCS system, OCS system component or seat cushion foam pad, a new OCS system service kit (seat cushion foam pad, bladder with pressure sensor and electronic control unit) must be installed as an assembly.

Fault Conditions

The RCM monitors for the following fault conditions:

- low resistance.
- high resistance or circuit open.
- circuit short to battery.
- circuit short to ground.

Possible Causes

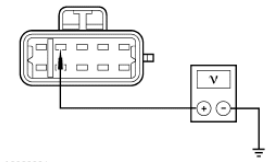
An occupant classification sensor (OCS) circuit fault can be caused by:

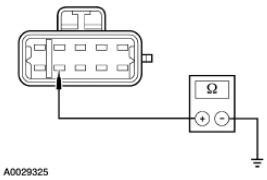
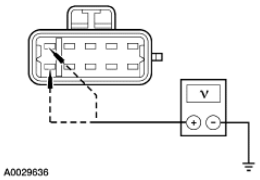
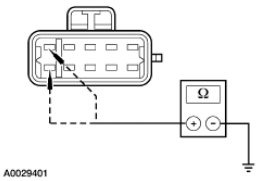
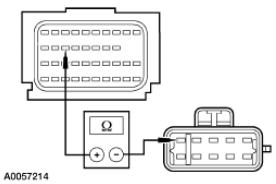
- wiring, terminals, or connectors.
- a faulty OCS system.
- a faulted RCM.

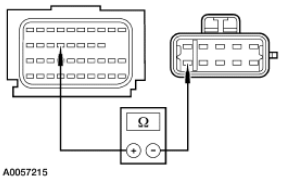
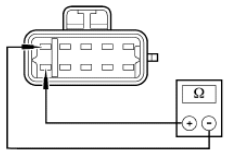
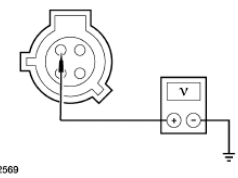
PINPOINT TEST G: LFC 16/DTC B2290 OCCUPANT CLASSIFICATION SENSOR (OCS) CIRCUIT FAULT

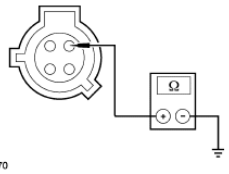
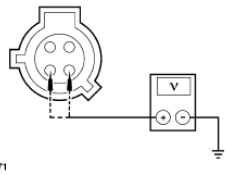
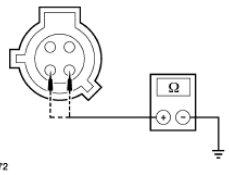
Test Step	Result / Action to Take
NOTE: To identify between a production OCS system and a service OCS system (OCS service kit) inspect the OCS ECU electrical connector. A production OCS system allows the disconnect of the electrical connector from the OCS ECU. A service OCS system (OCS service kit) has the OCS ECU electrical connector glued to the ECU, it cannot and should not be disconnected or altered.	
G1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Flag/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2290/Record All Flagged Faults. • **Was DTC B2290 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out. **Vehicles with a production OCS system** For OCS system with a communications fault, GO to G2 . For OCS system with an internal fault, INSTALL a new OCS system service kit. GO to G27 . For OCS system with a calibration fault, INSTALL a new

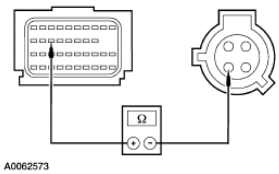
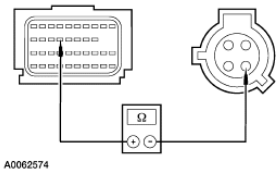
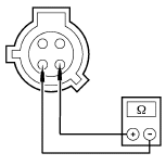
	OCS system service kit. GO to G27 . For OCS system with a pressure sensor fault, GO to G18 . **Vehicles with a service OCS system** For OCS system with a communications fault, GO to G2 . For OCS system with an internal fault, INSTALL a new OCS system service kit. GO to G27 . For OCS system with a calibration fault, INSTALL a new OCS system service kit. GO to G27 . For OCS system with a pressure sensor fault, INSTALL a new OCS system service kit. GO to G27 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to G26 .
G2 CHECK THE SEAT WIRING AND CONNECTORS	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle**	**Yes** REPAIR the seat connectors and wiring as needed. GO to G27 . **No** **Vehicles with a production OCS system** , GO to G3 . **Vehicles with a service OCS system** , GO to G10 .

pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Do not remove the passenger seat at this time. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Carry out a thorough visual inspection of the OCS system wiring, terminals and connectors, the RCM wiring and terminals at C310b pins 17 and 18, and the related seat wiring harness and body wiring harness wiring, terminals and connectors. • **Were any problems noted?**	
G3 CHECK IGNITION CIRCUIT 15-JA10B (GN/OG) FOR AN OPEN PRODUCTION OCS	
• Disconnect: OCS ECU C3043. • Key in ON position. • Measure the voltage between OCS ECU C3043 pin G, circuit 15-JA10B (GN/OG), harness side and ground.  A0029324 • **Is the voltage greater than 10 volts?**	**Yes** GO to G4 . **No** REPAIR circuit 15-JA10B (GN/OG). GO to G27 .
G4 CHECK GROUND CIRCUIT 31-JA52 (BK/GN) FOR AN OPEN PRODUCTION OCS	
• Key in OFF position. • Measure the resistance between OCS ECU C3043 pin D, circuit 31-JA52 (BK/GN), harness side and ground.	**Yes** GO to G5 . **No** REPAIR circuit 31-JA52 (BK/GN). GO to G27 .

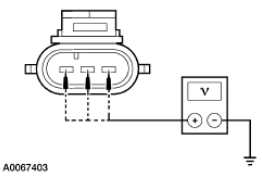
 A0029325 • **Is the resistance less than 5 ohms?**	
G5 CHECK CIRCUITS 4-EC9 (GY) AND 5-EC9 (BU) FOR A SHORT TO VOLTAGE BETWEEN THE OCS AND THE RCM PRODUCTION OCS	
• Disconnect: RCM C310a. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between OCS ECU C3043 pin E, circuit 4-EC9 (GY), harness side and ground; and between OCS ECU C3043 pin F, circuit 5-EC9 (BU), harness side and ground.  A0029636 • **Are the voltages less than 0.2 volt?**	**Yes** GO to G6 . **No** REPAIR circuit 4-EC9 (GY) or circuit 5-EC9 (BU). GO to G27 .
G6 CHECK CIRCUITS 4-EC9 (GY) AND 5-EC9 (BU) FOR A SHORT TO GROUND BETWEEN THE OCS AND THE RCM PRODUCTION OCS	
• Key in OFF position. • Measure the resistance between OCS ECU C3043 pin E, circuit 4-EC9 (GY), harness side and ground; and between OCS ECU C3043 pin F, circuit 5-EC9 (BU), harness side and ground.  A0029401 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to G7 . **No** REPAIR circuit 4-EC9 (GY) or circuit 5-EC9 (BU). GO to G27 .
G7 CHECK CIRCUIT 5-EC9 (BU) FOR AN OPEN BETWEEN THE OCS AND THE RCM PRODUCTION OCS	
• Measure the resistance between RCM C310b pin 18, circuit 5-EC9 (BU), harness side and OCS ECU C3043 pin F, circuit 5-EC9 (BU), harness side.  A0057214	**Yes** GO to G8 . **No** REPAIR circuit 5-EC9 (BU). GO to G27 .

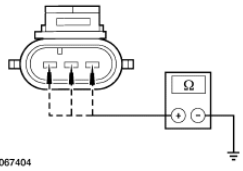
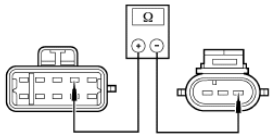
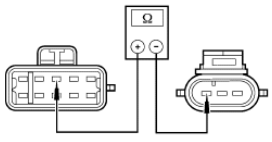
• **Is the resistance less than 0.5 ohm?**	
G8 CHECK CIRCUIT 4-EC9 (GY) FOR AN OPEN BETWEEN THE OCS AND THE RCM PRODUCTION OCS	
• Measure the resistance between RCM C310b pin 17, circuit 4-EC9 (GY), harness side and OCS ECU C3043 pin E, circuit 4-EC9 (GY), harness side.  A0057215 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to G9 . **No** REPAIR circuit 4-EC9 (GY). GO to G27 .
G9 CHECK CIRCUIT 4-EC9 (GY) FOR A SHORT TO CIRCUIT 5-EC9 (BU) BETWEEN THE OCS AND THE RCM PRODUCTION OCS	
• Measure the resistance between OCS ECU C3043 pin E, circuit 4-EC9 (GY), harness side and OCS ECU C3043 pin F, circuit 5-EC9 (BU), harness side.  A0058552 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to G17 . **No** REPAIR circuits 4-EC9 (GY) and circuit 5-EC9 (BU). GO to G27 .
G10 CHECK IGNITION CIRCUIT 15-JA10B (GN/OG) FOR AN OPEN SERVICE OCS	
• Disconnect: Passenger Seat Wiring Harness C3047. • Key in ON position. • Measure the voltage between passenger seat wiring harness C3047 pin 1, circuit 15-JA10B (GN/OG), harness side and ground.  A0062569 • **Is the voltage greater than 10 volts?**	**Yes** GO to G11 . **No** REPAIR circuit 15-JA10B (GN/OG). GO to G27 .
G11 CHECK GROUND CIRCUIT 31-JA52 (BK/GN) FOR AN OPEN SERVICE OCS	
• Key in OFF position. • Measure the resistance between passenger seat wiring harness C3047 pin 2, circuit 31-JA52 (BK/GN), harness side and ground.	**Yes** GO to G12 . **No** REPAIR circuit

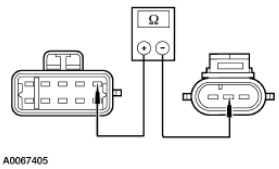
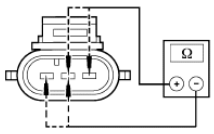
 A0062570 • **Is the resistance less than 5 ohms?**	31-JA52 (BK/GN). GO to G27 .
G12 CHECK CIRCUITS 4-EC9 (GY) AND 5-EC9 (BU) FOR A SHORT TO VOLTAGE BETWEEN THE OCS AND THE RCM SERVICE OCS	
• Disconnect: RCM C310a. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between passenger seat wiring harness C3047 pin 4, circuit 4-EC9 (GY), harness side and ground; and between passenger seat wiring harness C3047 pin 3, circuit 5-EC9 (BU), harness side and ground.  A0062571 • **Are the voltages less than 0.2 volt?**	**Yes** GO to G13 . **No** REPAIR circuit 4-EC9 (GY) or circuit 5-EC9 (BU). GO to G27 .
G13 CHECK CIRCUITS 4-EC9 (GY) AND 5-EC9 (BU) FOR A SHORT TO GROUND BETWEEN THE OCS AND THE RCM SERVICE OCS	
• Key in OFF position. • Measure the resistance between passenger seat wiring harness C3047 pin 4, circuit 4-EC9 (GY), harness side and ground; and between passenger seat wiring harness C3047 pin 3, circuit 5-EC9 (BU), harness side and ground.  A0062572 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to G14 . **No** REPAIR circuit 4-EC9 (GY) or circuit 5-EC9 (BU). GO to G27 .
G14 CHECK CIRCUIT 5-EC9 (BU) FOR AN OPEN BETWEEN THE OCS AND THE RCM SERVICE OCS	
• Measure the resistance between RCM C310b pin 18, circuit 5-EC9 (BU), harness side and passenger seat wiring harness C3047 pin 3, circuit 5-EC9 (BU), harness side.	**Yes** GO to G15 . **No** REPAIR circuit 5-EC9 (BU). GO to G27 .

 A0062573 • **Is the resistance less than 0.5 ohm?**	
G15 CHECK CIRCUIT 4-EC9 (GY) FOR AN OPEN BETWEEN THE OCS AND THE RCM SERVICE OCS	
• Measure the resistance between RCM C310b pin 17, circuit 4-EC9 (GY), harness side and passenger seat wiring harness C3047 pin 4, circuit 4-EC9 (GY), harness side.  A0062574 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to G16 . **No** REPAIR circuit 4-EC9 (GY). GO to G27 .
G16 CHECK CIRCUIT 4-EC9 (GY) FOR A SHORT TO CIRCUIT 5-EC9 (BU) BETWEEN THE OCS AND THE RCM SERVICE OCS	
• Measure the resistance between passenger seat wiring harness C3047 pin 4, circuit 4-EC9 (GY), harness side and passenger seat wiring harness C3047 pin 3, circuit 5-EC9 (BU), harness side.  A0062575 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to G17 . **No** REPAIR circuits 4-EC9 (GY) and circuit 5-EC9 (BU). GO to G27 .
G17 CHECK THE OCS SYSTEM	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Install a known good OCS system service kit. • Connect: RCM C310a. • Connect: RCM C310b. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: OCS Rezeroing. • ⚠ **CAUTION: The following precautions must be taken before rezeroing of the OCS system:** ♦ **Make sure the OCS system components are connected and no faults are present.** ♦ **Make sure the vehicle has not been exposed to temperatures below 6°C (42°F) or above 36°C (97°F) within four hours**	**Yes** If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out. INSTALL a new RCM. GO to G27 . **No** Fault corrected. GO to G27 .

prior to the rezeroing process. If the vehicle has been exposed to temperatures outside the temperature limits (6-36°C [42-97°F]), the vehicle must be exposed and kept at a temperature within the limits for a minimum of four hours. ♦ **Make sure nothing is present on the passenger seat before rezeroing and nothing is placed on the seat during the rezeroing process.** ♦ **Make sure a minimum five second time period has passed after cycling the ignition switch ON before the rezeroing process.** • **NOTE:** It is necessary to rezero the OCS system when a front passenger seat cushion is disassembled, a new trim cover installed, or an OCS service kit is installed. A scan tool is used to trigger the active command to carry out rezeroing of the OCS system. • **NOTE:** When using a New Generation STAR (NGS) Tester, the OCS system rezero function is on the Ford Service Function (red) card. To rezero the OCS system: • select SERVICE BAY FUNCTIONS • select RCM • select SYSTEM RESET • select the vehicle from the menu • view the on-screen information then press TRIGGER The NGS screen will then display OCS RESET: REZERO. Press DONE (button 8) to rezero the OCS system. The NGS will return to the vehicle menu once rezeroing of the OCS system is complete. • **NOTE:** To rezero the OCS system using the Worldwide Diagnostic System (WDS): • select the TOOLBOX icon • select BODY from the menu • select RESTRAINTS from the menu • select SEAT WEIGHT SENSOR REZERO After selecting SEAT WEIGHT SENSOR REZERO, follow the on-screen prompts to carry out rezeroing of the OCS sytem. • **NOTE:** If the first attempt to rezero the OCS system is unsuccessful, a second attempt must be made. • Carry out rezeroing of the OCS system using the scan tool. • Key in OFF position. • **NOTE:** The ignition switch must be cycled after rezeroing the OCS system. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2290/Record All Flagged Faults. • **Was DTC B2290 retrieved during the on-demand self test?**	
G18 CHECK THE SEAT WIRING AND CONNECTORS PRODUCTION OCS	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and**	**Yes** REPAIR the seat connectors and wiring as needed. GO to G27 . **No**

the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Do not remove the passenger seat at this time. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Carry out a thorough visual inspection of the OCS system wiring, terminals and connectors. • **Were any problems noted?**	GO to G19 .
G19 CHECK CIRCUITS 7-JA52 (YE/GN), 8-JA52 (WH/GN) AND 9-JA52 (BN/GN) FOR A SHORT TO VOLTAGE PRODUCTION OCS	
• Disconnect: RCM C310a. • Disconnect: RCM C310b. • Disconnect: OCS ECU C3043. • Disconnect: OCS Pressure Sensor C3042. • Key in ON position. • Measure the voltage between OCS pressure sensor C3042 pin C, circuit 7-JA52 (YE/GN), harness side and ground; between OCS pressure sensor C3042 pin B, circuit 8-JA52 (WH/GN), harness side and ground; and between OCS pressure sensor C3042 pin A, circuit 9-JA52 (BN/GN), harness side and ground.  • **Are the voltages less than 0.2 volt?**	**Yes** GO to G20 . **No** REPAIR circuit 7-JA52 (YE/GN), circuit 8-JA52 (WH/GN) or circuit 9-JA52 (BN/GN). GO to G27 .

G20 CHECK CIRCUITS 7-JA52 (YE/GN), 8-JA52 (WH/GN) AND 9-JA52 (BN/GN) FOR A SHORT TO GROUND PRODUCTION OCS	
• Key in OFF position. • Measure the resistance between OCS pressure sensor C3042 pin C, circuit 7-JA52 (YE/GN), harness side and ground; between OCS pressure sensor C3042 pin B, circuit 8-JA52 (WH/GN), harness side and ground; and between OCS pressure sensor C3042 pin A, circuit 9-JA52 (BN/GN), harness side and ground.  A0067404 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to G21 . **No** REPAIR circuit 7-JA52 (YE/GN), circuit 8-JA52 (WH/GN) or circuit 9-JA52 (BN/GN). GO to G27 .
G21 CHECK CIRCUIT 7-JA52 (YE/GN) FOR AN OPEN BETWEEN THE OCS ECU AND PRESSURE SENSOR PRODUCTION OCS	
• Measure the resistance between OCS ECU C3043 pin J, circuit 7-JA52 (YE/GN), harness side and OCS pressure sensor C3042 pin C, circuit 7-JA52 (YE/GN), harness side.  A0067407 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to G22 . **No** REPAIR circuit 7-JA52 (YE/GN). GO to G27 .
G22 CHECK CIRCUIT 9-JA52 (BN/GN) FOR AN OPEN BETWEEN THE OCS ECU AND PRESSURE SENSOR PRODUCTION OCS	
• Measure the resistance between OCS ECU C3043 pin H, circuit 9-JA52 (BN/GN), harness side and OCS pressure sensor C3042 pin A, circuit 9-JA52 (BN/GN), harness side.  A0067408 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to G23 . **No** REPAIR circuit 9-JA52 (BN/GN). GO to G27 .
G23 CHECK CIRCUIT 8-JA52 (WH/GN) FOR AN OPEN BETWEEN THE OCS ECU AND PRESSURE SENSOR PRODUCTION OCS	

• Measure the resistance between OCS ECU C3043 pin K, circuit 8-JA52 (WH/GN), harness side and OCS pressure sensor C3042 pin B, circuit 8-JA52 (WH/GN), harness side.  A0067405 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to G24 . **No** REPAIR circuit 8-JA52 (WH/GN). GO to G27 .
G24 CHECK CIRCUITS 7-JA52 (YE/GN), 8-JA52 (WH/GN) AND 9-JA52 (BN/GN) FOR A SHORT PRODUCTION OCS	
• Measure the resistance between the OCS pressure sensor C3042: ♦ pin C, circuit 7-JA52 (YE/GN), harness side and pin B, circuit 8-JA52 (WH/GN), harness side. ♦ pin C, circuit 7-JA52 (YE/GN), harness side and pin A, circuit 9-JA52 (BN/GN), harness side. ♦ pin B, circuit 8-JA52 (WH/GN), harness side and pin A, circuit 9-JA52 (BN/GN), harness side.  A0067406 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to G25 . **No** REPAIR circuit 7-JA52 (YE/GN), circuit 8-JA52 (WH/GN) and/or circuit 9-JA52 (BN/GN). GO to G27 .
G25 CHECK OCS SYSTEM	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Install a known good OCS system service kit. • Connect: RCM C310a. • Connect: RCM C310b. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: OCS Rezeroing. • ⚠ **CAUTION: The following precautions must be taken before rezeroing of the OCS system:** ♦ **Make sure the OCS system components are connected and no faults are present.** ♦ **Make sure the vehicle has not been exposed to temperatures below 6°C (42°F) or above 36°C (97°F) within four hours prior to the rezeroing process. If the vehicle has been exposed to temperatures outside the temperature limits (6-36°C [42-97°F]), the vehicle must be exposed and kept at a temperature within the limits for a minimum of four hours.** ♦ **Make sure nothing is present on the passenger seat before rezeroing and nothing is placed on the seat during the rezeroing process.**	**Yes** If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out. INSTALL a new RCM. GO to G27 . **No** Fault corrected. GO to G27 .

♦ **Make sure a minimum five second time period has passed after cycling the ignition switch ON before the rezeroing process.** • **NOTE:** It is necessary to rezero the OCS system when a front passenger seat cushion is disassembled, a new trim cover installed, or an OCS service kit is installed. A scan tool is used to trigger the active command to carry out rezeroing of the OCS system. • **NOTE:** When using a New Generation STAR (NGS) Tester, the OCS system rezero function is on the Ford Service Function (red) card. To rezero the OCS system: • select SERVICE BAY FUNCTIONS • select RCM • select SYSTEM RESET • select the vehicle from the menu • view the on-screen information then press TRIGGER The NGS screen will then display OCS RESET: REZERO. Press DONE (button 8) to rezero the OCS system. The NGS will return to the vehicle menu once rezeroing of the OCS system is complete. • **NOTE:** To rezero the OCS system using the Worldwide Diagnostic System (WDS): • select the TOOLBOX icon • select BODY from the menu • select RESTRAINTS from the menu • select SEAT WEIGHT SENSOR REZERO After selecting SEAT WEIGHT SENSOR REZERO, follow the on-screen prompts to carry out rezeroing of the OCS sytem. • **NOTE:** If the first attempt to rezero the OCS system is unsuccessful, a second attempt must be made. • Carry out rezeroing of the OCS system using the scan tool. • Key in OFF position. • **NOTE:** The ignition switch must be cycled after rezeroing the OCS system. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2290/Record All Flagged Faults. • **Was DTC B2290 retrieved during the on-demand self test?**	
G26 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt buckle pretensioner and safety belt retractor pretensioner are pyrotechnic devices. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in**	**Yes** This is a hard fault. The fault condition is now present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. If a flagged fault of **"?"** was recorded, multiple faults exist and the entire

personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2290/Record All Flagged Faults. • **Was DTC B2290 retrieved during the on-demand self test?**	pinpoint test must be carried out. **Vehicles with a production OCS system** For OCS system with a communications fault, GO to G2 . For OCS system with an internal fault, INSTALL a new OCS system service kit. GO to G27 . For OCS system with a calibration fault, INSTALL a new OCS system service kit. GO to G27 . For OCS system with a pressure sensor fault, GO to G18 . **Vehicles with a service OCS system** For OCS system with a communications fault, GO to G2 . For OCS system with an internal fault, INSTALL a new OCS system service kit. GO to G27 . For OCS system with a calibration fault, INSTALL a new OCS system service kit. GO to G27 . For OCS system with a pressure sensor fault, INSTALL a new OCS system service kit. GO to G27 . **No**

	CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to G27 .
G27 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step G1. • **Were any continuous DTCs retrieved during Step G1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test H: LFC 33 and 34/DTC B2292 Restraint System Safety Belt Pretensioner Fault

Normal Operation

The restraints control module (RCM) checks all of the safety belt pretensioners for faults. If the RCM detects one of the following faults on any of the safety belt pretensioner circuits, it will store diagnostic trouble code (DTC) B2292 in memory and flash, depending on the fault indicator, either lamp fault code (LFC) 33 or 34 depending on the fault (or higher priority code if one exists) on the air bag indicator.

Fault Conditions

The RCM monitors for the following fault conditions:

- low resistance.
- high resistance or circuit open.
- circuit short to voltage.
- circuit short to ground.

Possible Causes

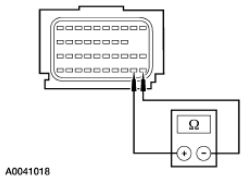
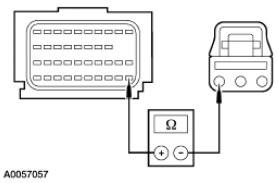
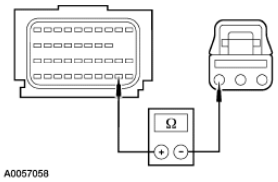
A safety belt pretensioner fault can be caused by:

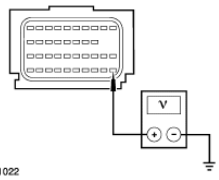
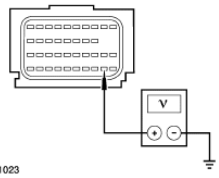
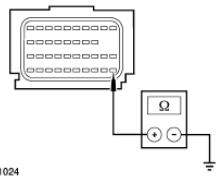
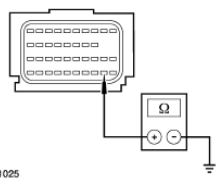
- damaged wiring, terminals, or connectors.
- a faulted pretensioner.
- a faulted RCM.

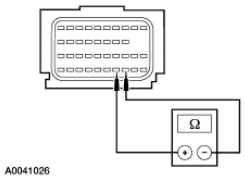
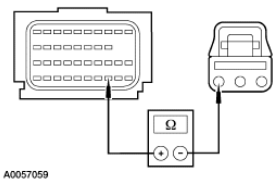
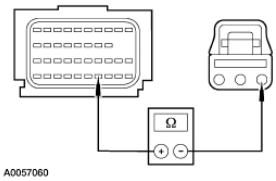
PINPOINT TEST H: LFC 33 AND 34/DTC B2292 RESTRAINT SYSTEM SAFETY BELT PRETENSIONER FAULT

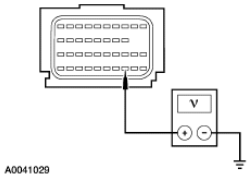
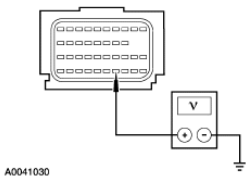
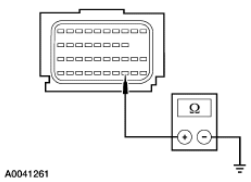
Test Step	Result / Action to Take
H1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Flag/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2292/Record All Flagged Faults. • **Was DTC B2292 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to H2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to H18 .
H2 CHECK THE PRETENSIONER	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. Using the flagged faults recorded in the Step H1, GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For driver safety belt retractor pretensioner

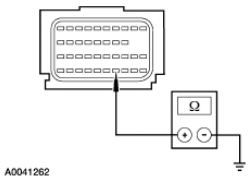
attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2292 retrieved during the on-demand self test?**	(DF_PRT) with a low resistance (LOWRES) fault, GO to H3 . For DF_PRT with an open circuit (O_CIR) fault, GO to H4 . For DF_PRT with a short to battery (STB) fault, GO to H6 . For DF_PRT with a short to ground (STG) fault, GO to H8 . For passenger safety belt retractor pretensioner (PF_PRT) with a low resistance (LOWRES) fault, GO to H10 . For PF_PRT with an open circuit (O_CIR) fault, GO to H11 . For PF_PRT with a short to battery (STB) fault, GO to H13 . For PF_PRT with a short to ground (STG) fault, GO to H15 . **No** INSTALL a new driver or passenger safety belt retractor pretensioner. REFER to Section 501-20A . GO to H19 .
H3 CHECK THE DRIVER SAFETY BELT PRETENSIONER CIRCUIT 30S-JA33 (RD/BU) AND CIRCUIT 31S-JA33 (BK/BU) FOR LOW RESISTANCE	
• Key in OFF position. • Disconnect: Driver Safety Belt Pretensioner Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 32, circuit 31S-JA33 (BK/BU), and pin 31, circuit 30S-JA33 (RD/BU), harness side.	**Yes** GO to H17 . **No** REPAIR circuit 31S-JA33 (BK/BU) and circuit 30S-JA33 (RD/BU). GO to H19 .

 A0041018 • **Is the resistance greater than 1,000,000 ohms?**	
H4 CHECK CIRCUIT 30S-JA33 (RD/BU) FOR AN OPEN	
• Key in OFF position. • Disconnect: Driver Safety Belt Pretensioner Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 31, circuit 30S-JA33 (RD/BU), harness side and driver safety belt retractor pretensioner C323 pin 3, circuit 30S-JA33 (RD/BU), harness side.  A0057057 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to H5 . **No** REPAIR circuit 30S-JA33 (RD/BU). GO to H19 .
H5 CHECK CIRCUIT 31S-JA33 (BK/BU) FOR AN OPEN	
• Measure the resistance between RCM C310b pin 32, circuit 31S-JA33 (BK/BU), harness side and driver safety belt retractor pretensioner C323 pin 1, circuit 31S-JA33 (BK/BU), harness side.  A0057058 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to H17 . **No** REPAIR circuit 31S-JA33 (BK/BU). GO to H19 .
H6 CHECK CIRCUIT 30S-JA33 (RD/BU) FOR A SHORT TO VOLTAGE	
• Disconnect: Driver Safety Belt Pretensioner Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 31, circuit 30S-JA33 (RD/BU), harness side and ground.	**Yes** GO to H7 . **No** REPAIR circuit 30S-JA33 (RD/BU). GO to H19 .

 A0041022 • **Is the voltage less than 0.2 volt?**	
H7 CHECK CIRCUIT 31S-JA33 (BK/BU) FOR A SHORT TO VOLTAGE	
• Measure the voltage between RCM C310b pin 32, circuit 31S-JA33 (BK/BU), harness side and ground.  A0041023 • **Is the voltage less than 0.2 volt?**	**Yes** GO to H17 . **No** REPAIR circuit 31S-JA33 (BK/BU). GO to H19 .
H8 CHECK CIRCUIT 30S-JA33 (RD/BU) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: Driver Safety Belt Pretensioner Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 31, circuit 30S-JA33 (RD/BU), harness side and ground.  A0041024 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to H9 . **No** REPAIR circuit 30S-JA33 (RD/BU). GO to H19 .
H9 CHECK CIRCUIT 31S-JA33 (BK/BU) FOR A SHORT TO GROUND	
• Measure the resistance between RCM C310b pin 32, circuit 31S-JA33 (BK/BU), harness side and ground.  A0041025 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to H17 . **No** REPAIR circuit 31S-JA33 (BK/BU). GO to H19 .
H10 CHECK THE PASSENGER SAFETY BELT PRETENSIONER CIRCUIT 30S-JA34 (RD/BK) AND CIRCUIT 31S-JA34 (BK/RD) FOR	

LOW RESISTANCE	
• Key in OFF position. • Disconnect: Passenger Safety Belt Pretensioner Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 34, circuit 31S-JA34 (BK/RD), and pin 33, circuit 30S-JA34 (RD/BK), harness side.  • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to H17 . **No** REPAIR circuit 30S-JA34 (RD/BK) and circuit 31S-JA34 (BK/RD). GO to H19 .
H11 CHECK CIRCUIT 30S-JA34 (RD/BK) FOR AN OPEN	
• Key in OFF position. • Disconnect: Passenger Safety Belt Pretensioner Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 33, circuit 30S-JA34 (RD/BK), harness side and passenger safety belt retractor pretensioner C303 pin 3, circuit 30S-JA34 (RD/BK), harness side.  • **Is the resistance less than 0.5 ohm?**	**Yes** GO to H12 . **No** REPAIR circuit 30S-JA34 (RD/BK). GO to H19 .
H12 CHECK CIRCUIT 31S-JA34 (BK/RD) FOR AN OPEN	
• Measure the resistance between RCM C310b pin 34, circuit 31S-JA34 (BK/RD), harness side and passenger safety belt retractor pretensioner C303 pin 1, circuit 31S-JA34 (BK/RD), harness side.  • **Is the resistance less than 0.5 ohm?**	**Yes** GO to H17 . **No** REPAIR circuit 31S-JA34 (BK/RD). GO to H19 .
H13 CHECK CIRCUIT 30S-JA34 (RD/BK) FOR A SHORT TO VOLTAGE	

• Key in OFF position. • Disconnect: Passenger Safety Belt Pretensioner Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 33, circuit 30S-JA34 (RD/BK), harness side and ground.  A0041029 • **Is the voltage less than 0.2 volt?**	**Yes** GO to H14 . **No** REPAIR circuit 30S-JA34 (RD/BK). GO to H19 .
H14 CHECK CIRCUIT 31S-JA34 (BK/RD) FOR A SHORT TO VOLTAGE	
• Measure the voltage between RCM C310b pin 34, circuit 31S-JA34 (BK/RD), harness side and ground.  A0041030 • **Is the voltage less than 0.2 volt?**	**Yes** GO to H17 . **No** REPAIR circuit 31S-JA34 (BK/RD). GO to H19 .
H15 CHECK CIRCUIT 30S-JA34 (RD/BK) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: Passenger Safety Belt Pretensioner Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 33, circuit 30S-JA34 (RD/BK), harness side and ground.  A0041261 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to H16 . **No** REPAIR circuit 30S-JA34 (RD/BK). GO to H19 .
H16 CHECK CIRCUIT 31S-JA34 (BK/RD) FOR A SHORT TO GROUND	

• Measure the resistance between RCM C310b pin 34, circuit 31S-JA34 (BK/RD), harness side and ground.  • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to H17 . **No** REPAIR circuit 31S-JA34 (BK/RD). GO to H19 .
H17 CONFIRM THE RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Connect: Restraint System Diagnostic Tools. • Connect: RCM C310b. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2292/Record All Flagged Faults. • **Was DTC B2292 retrieved during the on-demand self test?**	**Yes** If a **"?"** was flagged by the scan tool, CARRY OUT the entire pinpoint test before installing a new RCM. INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to H19 . **No** Fault corrected. GO to H19 .
H18 CHECK FOR AN INTERMITTENT FAULT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air	**Yes** Check for causes of the intermittent fault at or near the affected safety belt retractor pretensioner electrical connector. REPAIR any intermittent concern found. If an intermittent concern **was** found and repaired, GO to H19 . If an intermittent concern **was not** found and repaired, USE the flagged faults recorded and GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM.

bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2292/Record All Flagged Faults. • **Was DTC B2292 retrieved during the on-demand self test?**	For driver safety belt pretensioner (DF_PRT) with a low resistance (LOWRES) fault, GO to H3 . For DF_PRT with an open circuit (O_CIR) fault, GO to H4 . For DF_PRT with a short to battery (STB) fault, GO to H6 . For DF_PRT with a short to ground (STG) fault, GO to H8 . For passenger safety belt pretensioner (PF_PRT) with a low resistance (LOWRES) fault, GO to H10 . For PF_PRT with an open circuit (O_CIR) fault, GO to H11 . For PF_PRT with a short to battery (STB) fault, GO to H13 . For PF_PRT with a short to ground (STG) fault, GO to H15 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to H19 .
H19 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step H1. • **Were any continuous DTCs retrieved during Step H1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM)

	Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test I: LFC 19 and 21/DTC B2293 Restraint System - Airbag Fault

Normal Operation

The restraints control module (RCM) checks all of the front air bag circuits for faults. If the RCM detects one of the following faults on any of the front air bag circuits, it will store diagnostic trouble code (DTC) B2293 in memory, and depending on the fault, flash either lamp fault code (LFC) 19 or 21 depending on the fault (or higher priority code if one exists) on the air bag indicator.

Fault Conditions

The RCM monitors for the following fault conditions:

- low resistance.
- high resistance or circuit open.
- circuit short to voltage.
- circuit short to ground.

Possible Causes

A driver air bag fault can be caused by:

- damaged wiring, terminals, or connectors.
- a faulty clockspring.
- a faulty driver air bag module.
- a faulted RCM.

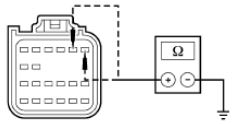
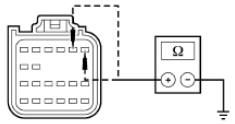
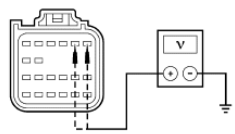
A passenger air bag fault can be caused by:

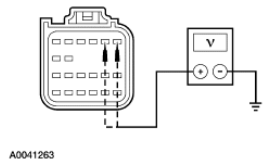
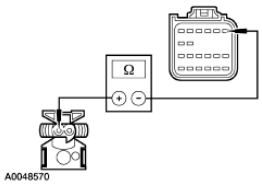
- damaged wiring, terminals, or connectors.
- a faulty passenger air bag module.
- a faulted RCM.

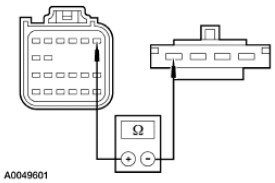
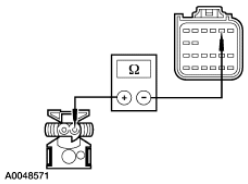
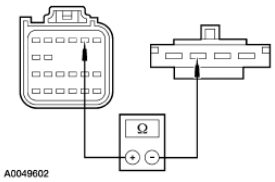
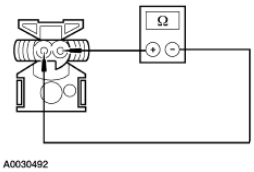
Test Step	Result / Action to Take
I1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Flag/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2293/Record All Flagged Faults. • **Was DTC B2293 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to I2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to I38 .
I2 CHECK THE DRIVER AND PASSENGER AIR BAG MODULES	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. Using the flagged faults recorded in the step I1, GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For driver air bag module squib 1 (D_ABAG) with a short to ground (STG) fault, GO to I3 . For driver air bag module squib 1 (D_ABAG) with a short to battery (STB) fault, GO to I5 . For driver air bag module squib 1 (D_ABAG) with

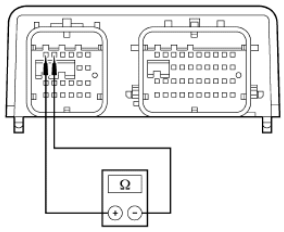
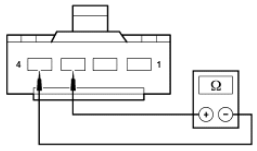
fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2293 retrieved during the on-demand self test?**	an open circuit (O_CIR) fault, GO to I7 . For driver air bag module squib 1 (D_ABAG) with a low resistance (LOWRES) fault, GO to I11 . For passenger air bag module squib 1 (P_ABAG) with a short to ground (STG) fault, GO to I14 . For passenger air bag module squib 1 (P_ABAG) with a short to battery (STB) fault, GO to I15 . For passenger air bag module squib 1 (P_ABAG) with an open circuit (O_CIR) fault, GO to I16 . For passenger air bag module squib 1 (P_ABAG) with a low resistance (LOWRES) fault, GO to I18 . For driver air bag module squib 2 (D_ABAG2) with a short to ground (STG) fault, GO to I20 . For driver air bag module squib 2 (D_ABAG2) with a short to battery (STB) fault, GO to I22 . For driver air bag module squib 2 (D_ABAG2) with an open circuit (O_CIR) fault, GO to I24 . For driver air bag module squib 2 (D_ABAG2) with a low resistance (LOWRES) fault, GO to I28 . For passenger air bag

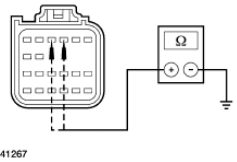
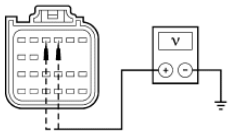
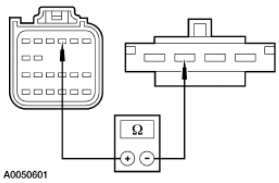
	module squib 2 (P_ABAG2) with a short to ground (STG) fault, GO to I31 . For passenger air bag module squib 2 (P_ABAG2) with a short to battery (STB) fault, GO to I32 . For passenger air bag module squib 2 (P_ABAG2) with an open circuit (O_CIR) fault, GO to I33 . For passenger air bag module squib 2 (P_ABAG2) with a low resistance (LOWRES) fault, GO to I35 . **No** If a flagged fault of **"?"** was recorded in Step I1, multiple faults exist and the entire pinpoint test must be carried out before installing a new driver or passenger air bag module. If a fault was flagged against driver air bag module in Step I1, INSTALL a new driver air bag module. REFER to Driver Air Bag Module in this section. GO to I39 . If a fault was flagged against passenger air bag module in Step I1, INSTALL a new passenger air bag module. REFER to Passenger Air Bag Module in this section. GO to I39 .
I3 CHECK CIRCUIT 30S-JA8 (RD/OG) AND CIRCUIT 31S-JA8 (BK/OG) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	

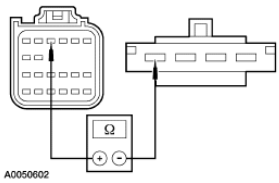
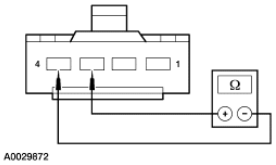
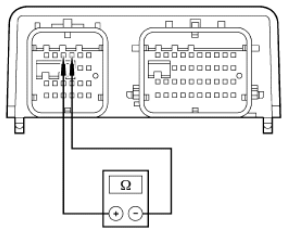
• Key in OFF position. • Disconnect: RCM C310a. • Disconnect: Driver Air Bag Module Squib 1 Restraint System Diagnostic Tool. • Measure the resistance between RCM C310a pin 1, circuit 30S-JA8 (RD/OG), harness side and ground; and between RCM C310a pin 2, circuit 31S-JA8 (BK/OG), harness side and ground.  A0041212 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to I37 . **No** GO to I4 .
I4 CHECK CIRCUIT 30S-JA8 (RD/OG) AND CIRCUIT 31S-JA8 (BK/OG) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE CLOCKSPRING	
• Disconnect: Clockspring C218a. • Measure the resistance between RCM C310a pin 1, circuit 30S-JA8 (RD/OG), harness side and ground; and between RCM C310a pin 2, circuit 31S-JA8 (BK/OG), harness side and ground.  A0041212 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA8 (RD/OG) or circuit 31S-JA8 (BK/OG). GO to I39 .
I5 CHECK CIRCUIT 30S-JA8 (RD/OG) AND CIRCUIT 31S-JA8 (BK/OG) FOR A SHORT TO VOLTAGE BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Driver Air Bag Module Squib 1 Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Key in ON position. • Measure the voltage between RCM C310a pin 1, circuit 30S-JA8 (RD/OG), harness side and ground; and between RCM C310a pin 2, circuit 31S-JA8 (BK/OG), harness side and ground.  A0041263	**Yes** GO to I37 . **No** GO to I6 .

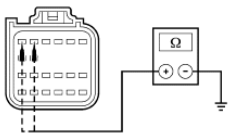
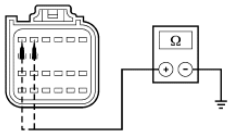
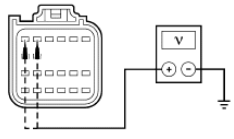
• **Are the voltages less than 0.2 volt?**	
I6 CHECK CIRCUIT 30S-JA8 (RD/OG) AND CIRCUIT 31S-JA8 (BK/OG) FOR A SHORT TO VOLTAGE BETWEEN THE RCM AND THE CLOCKSPRING	
• Key in OFF position. • Disconnect: Clockspring C218a. • Key in ON position. • Measure the voltage between RCM C310a pin 1, circuit 30S-JA8 (RD/OG), harness side and ground; and between RCM C310a pin 2, circuit 31S-JA8 (BK/OG), harness side and ground.  A0041263 • **Are the voltages less than 0.2 volt?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA8 (RD/OG) or 31S-JA8 (BK/OG). GO to I39 .
I7 CHECK CIRCUIT 30S-JA8 (RD/OG) AND CIRCUIT 31S-JA8 (BK/OG) FOR AN OPEN BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Driver Air Bag Module Squib 1 Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Measure the resistance between RCM C310a pin 1, circuit 30S-JA8 (RD/OG), harness side and driver air bag module squib 1, circuit 30S-JA8 (GY/OG), harness side.  A0048570 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to I9 . **No** GO to I8 .
I8 CHECK CIRCUIT 30S-JA8 (RD/OG) FOR AN OPEN BETWEEN THE RCM AND THE CLOCKSPRING	
• Disconnect: Clockspring C218a. • Measure the resistance between RCM C310a pin 1, circuit 30S-JA8 (RD/OG), harness side and clockspring C218a pin 4, circuit 30S-JA8 (RD/OG), harness side.	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** REPAIR circuit 30S-JA8 (RD/OG). GO to I39 .

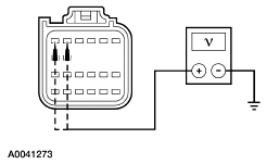
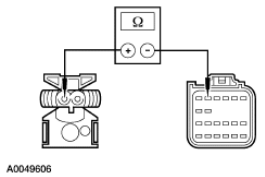
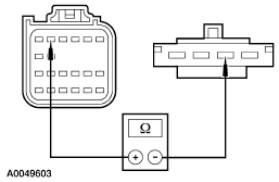
 A0049601 • **Is the resistance less than 0.5 ohm?**	
I9 CHECK CIRCUIT 31S-JA8 (BK/OG) FOR AN OPEN BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	
• Measure the resistance between RCM C310a pin 2, circuit 31S-JA8 (BK/OG), harness side and driver air bag module squib 1, circuit 31S-JA8 (GY/WH), harness side.  A0048571 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to I37 . **No** GO to I10 .
I10 CHECK CIRCUIT 31S-JA8 (BK/OG) FOR AN OPEN BETWEEN THE RCM AND THE CLOCKSPRING	
• Disconnect: Clockspring C218a. • Measure the resistance between RCM C310a pin 2, circuit 31S-JA8 (BK/OG), harness side and clockspring C218a pin 3, circuit 31S-JA8 (BK/OG), harness side.  A0049602 • **Is the resistance less than 0.5 ohm?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** REPAIR circuit 31S-JA8 (BK/OG). GO to I39 .
I11 CHECK CIRCUIT 30S-JA8 (RD/OG) AND CIRCUIT 31S-JA8 (BK/OG) FOR LOW RESISTANCE BETWEEN THE DRIVER AIR BAG MODULE AND THE RCM	
• Key in OFF position. • Disconnect: Driver Air Bag Module Squib 1 Restraint System Diagnostic Tool. • Measure the resistance between driver air bag module squib 1, circuit 30S-JA8 (GY/OG) and circuit 31S-JA8 (GY/WH), harness side.  A0030492	**Yes** GO to I37 . **No** GO to I12 .

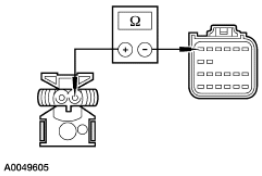
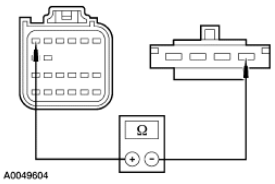
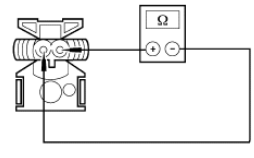
• **Is the resistance greater than 10,000 ohms?**	
I12 MEASURE RESISTANCE BETWEEN RCM CIRCUIT 30S-JA8 (RD/OG) AND CIRCUIT 31S-JA8 (BK/OG)	
• Disconnect: RCM C310a. • Measure the resistance between RCM C310a pin 1, circuit 30S-JA8 (RD/OG), and pin 2, circuit 31S-JA8 (BK/OG), component side.  A0041266 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I13 . **No** GO to I37 .
I13 CHECK CIRCUIT 30S-JA8 (RD/OG) AND CIRCUIT 31S-JA8 (BK/OG) FOR LOW RESISTANCE BETWEEN THE CLOCKSPRING AND THE RCM	
• Connect: RCM C310a. • Disconnect: Clockspring C218a. • Measure the resistance between clockspring C218a pin 4, circuit 30S-JA8 (RD/OG) and pin 3, circuit 31S-JA8 (BK/OG), harness side.  A0029872 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** REPAIR circuit 30S-JA8 (RD/OG) and circuit 31S-JA8 (BK/OG). GO to I39 .
I14 CHECK CIRCUIT 30S-JA11 (RD/WH) AND CIRCUIT 31S-JA11 (BK/WH) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Passenger Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Measure the resistance between RCM C310a pin 3, circuit 30S-JA11 (RD/WH), harness side and ground; and between RCM C310a pin 4, circuit 31S-JA11 (BK/WH), harness side and ground.	**Yes** GO to I37 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar.

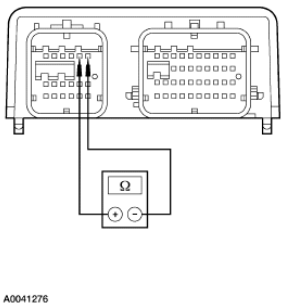
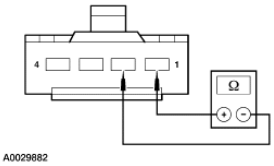
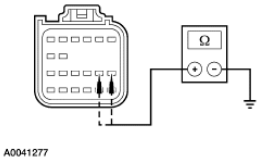
 A0041267 • **Are the resistances greater than 1,000,000 ohms?**	REPAIR circuit 30S-JA11 (RD/WH) or 31S-JA11 (BK/WH). GO to I39 .
I15 CHECK CIRCUIT 30S-JA11 (RD/WH) AND CIRCUIT 31S-JA11 (BK/WH) FOR A SHORT TO VOLTAGE BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Passenger Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Key in ON position. • Measure the voltage between RCM C310a pin 3, circuit 30S-JA11 (RD/WH), harness side and ground; and between RCM C310a pin 4, circuit 31S-JA11 (BK/WH), harness side and ground.  A0041268 • **Are the voltages less than 0.2 volt?**	**Yes** GO to I37 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA11 (RD/WH) or circuit 31S-JA11 (BK/WH). GO to I39 .
I16 CHECK CIRCUIT 30S-JA11 (RD/WH) FOR AN OPEN BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Passenger Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Measure the resistance between RCM C310a pin 3, circuit 30S-JA11 (RD/WH), harness side and passenger air bag module C256 pin 3, circuit 30S-JA11 (RD/WH), harness side.  A0050601 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to I17 . **No** REPAIR circuit 30S-JA11 (RD/WH). GO to I39 .
I17 CHECK CIRCUIT 31S-JA11 (BK/WH) FOR AN OPEN BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Measure the resistance between RCM C310a pin 4, circuit 31S-JA11 (BK/WH), harness side and passenger air bag module C256 pin 4, circuit 31S-JA11 (BK/WH), harness side.	**Yes** GO to I37 . **No** REPAIR circuit 31S-JA11 (BK/WH). GO to I39 .

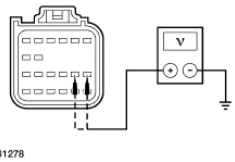
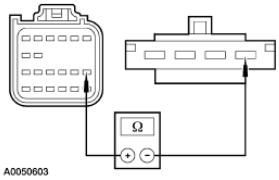
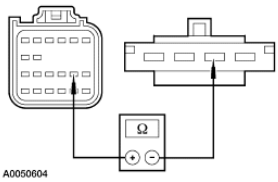
 A0050602 • **Is the resistance less than 0.5 ohm?**	
I18 CHECK CIRCUIT 30S-JA11 (RD/WH) AND CIRCUIT 31S-JA11 (BK/WH) FOR LOW RESISTANCE BETWEEN THE PASSENGER AIR BAG MODULE AND THE RCM	
• Key in OFF position. • Disconnect: Passenger Air Bag Module Restraint System Diagnostic Tool. • Measure the resistance between passenger air bag module C256 pin 3, circuit 30S-JA11 (RD/WH), and pin 4, circuit 31S-JA11 (BK/WH), harness side.  A0029872 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I37 . **No** GO to I19 .
I19 MEASURE THE RESISTANCE BETWEEN RCM CIRCUITS 30S-JA11 (RD/WH) AND CIRCUIT 31S-JA11 (BK/WH)	
• Disconnect: RCM C310a. • Measure the resistance between RCM C310a pin 3, circuit 30S-JA11 (RD/WH), and pin 4, circuit 31S-JA11 (BK/WH), component side.  A0041271 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR circuit 30S-JA11 (RD/WH) and circuit 31S-JA11 (BK/WH). GO to I22 . **No** GO to I37 .
I20 CHECK CIRCUIT 30S-JA48 (RD/GN) AND CIRCUIT 31S-JA48 (BK/GN) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	

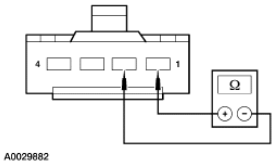
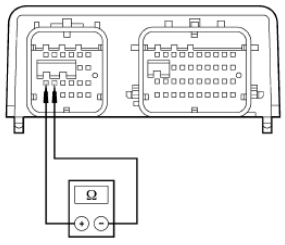
• Disconnect: RCM C310a. • Disconnect: Driver Air Bag Module Squib 2 Restraint System Diagnostic Tool. • Measure the resistance between the RCM C310a pin 5, circuit 30S-JA48 (RD/GN), harness side and ground; and between the RCM C310a pin 6, circuit 31S-JA48 (BK/GN), harness side and ground.  A0041272 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to I37 . **No** GO to I21 .
I21 CHECK CIRCUIT 30S-JA48 (RD/GN) AND CIRCUIT 31S-JA48 (BK/GN) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE CLOCKSPRING	
• Disconnect: Clockspring C218a. • Measure the resistance between the RCM C310a pin 5, circuit 30S-JA48 (RD/GN), harness side and ground; and between the RCM C310a pin 6, circuit 31S-JA48 (BK/GN), harness side and ground.  A0041272 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA48 (RD/GN) or 31S-JA48 (BK/GN). GO to I39 .
I22 CHECK CIRCUIT 30S-JA48 (RD/GN) AND CIRCUIT 31S-JA48 (BK/GN) FOR A SHORT TO VOLTAGE BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	
• Disconnect: Driver Air Bag Module Squib 2 Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Key in ON position. • Measure the voltage between the RCM C310a pin 5, circuit 30S-JA48 (RD/GN), harness side and ground; and between the RCM C310a pin 6, circuit 31S-JA48 (BK/GN), harness side and ground.  A0041273 • **Are the voltages less than 0.2 volt?**	**Yes** GO to I37 . **No** GO to I23 .

I23 CHECK CIRCUIT 30S-JA48 (RD/GN) AND CIRCUIT 31S-JA48 (BK/GN) FOR A SHORT TO VOLTAGE BETWEEN THE RCM AND THE CLOCKSPRING	
• Key in OFF position. • Disconnect: Clockspring C218a. • Key in ON position. • Measure the voltage between the RCM C310a pin 5, circuit 30S-JA48 (RD/GN), harness side and ground; and between the RCM C310a pin 6, circuit 31S-JA48 (BK/GN), harness side and ground.  A0041273 • **Are the voltages less than 0.2 volt?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA48 (RD/GN) or 31S-JA48 (BK/GN). GO to I39 .
I24 CHECK CIRCUIT 30S-JA48 (RD/GN) FOR AN OPEN BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Driver Air Bag Module Squib 2 Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Measure the resistance between the RCM C310a pin 5, circuit 30S-JA48 (RD/GN), harness side and the driver air bag module squib 2, circuit 30S-JA48 (RD/BK), harness side.  A0049606 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to I26 . **No** GO to I25 .
I25 CHECK CIRCUIT 30S-JA48 (RD/GN) FOR AN OPEN BETWEEN THE RCM AND THE CLOCKSPRING	
• Disconnect: Clockspring C218a. • Measure the resistance between the RCM C310a pin 5, circuit 30S-JA48 (RD/GN), harness side and the clockspring C218a pin 2, circuit 30S-JA48 (RD/GN), harness side.  A0049603	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** REPAIR circuit 30S-JA48 (RD/GN). GO to I39 .

• **Is the resistance less than 0.5 ohm?**	
I26 CHECK CIRCUIT 31S-JA48 (BK/GN) FOR AN OPEN BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	
• Measure the resistance between the RCM C310a pin 6, circuit 31S-JA48 (BK/GN), harness side and the driver air bag module squib 2, circuit 31S-JA48 (GN/OG), harness side.  A0049605 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to I37 . **No** GO to I27 .
I27 CHECK CIRCUIT 31S-JA48 (BK/GN) FOR AN OPEN BETWEEN THE RCM AND THE CLOCKSPRING	
• Disconnect: Clockspring C218a. • Measure the resistance between the RCM C310a pin 6, circuit 31S-JA48 (BK/GN), harness side and the clockspring C218a pin 1, circuit 31S-JA48 (BK/GN), harness side.  A0049604 • **Is the resistance less than 0.5 ohm?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** REPAIR circuit 31S-JA48 (BK/GN). GO to I39 .
I28 CHECK FOR LOW RESISTANCE ON CIRCUITS 30S-JA48 (RD/GN) AND 31S-JA48 (BK/GN) BETWEEN THE RCM AND THE DRIVER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Driver Air Bag Module Squib 2 Restraint System Diagnostic Tool. • Measure the resistance between the driver air bag module squib 2, circuit 30S-JA48 (RD/BK), harness side and circuit 31S-JA48 (GN/OG), harness side.  A0030495 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I37 . **No** GO to I29 .
I29 MEASURE THE RESISTANCE BETWEEN THE RCM CIRCUIT 30S-JA48 (RD/GN) AND CIRCUIT 31S-JA48 (BK/GN)	

• Disconnect: RCM C310a. • Measure the resistance between the RCM C310a pin 5, circuit 30S-JA48 (RD/GN), component side and pin 6, circuit 31S-JA48 (BK/GN), component side.  A0041276 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I30 . **No** GO to I37 .
I30 CHECK FOR LOW RESISTANCE ON CIRCUIT 30S-JA48 (RD/GN) AND CIRCUIT 31S-JA48 (BK/GN) BETWEEN THE DRIVER AIR BAG MODULE AND THE CLOCKSPRING	
• Connect: RCM C310a. • Disconnect: Clockspring C218a. • Measure the resistance between the clockspring C218a pin 1, circuit 30S-JA48 (RD/GN), harness side and pin 2, circuit 31S-JA48 (BK/GN), harness side.  A0029882 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new clockspring. REFER to Clockspring in this section. GO to I39 . **No** REPAIR circuit 30S-JA48 (RD/GN) and circuit 31S-JA48 (BK/GN). GO to I39 .
I31 CHECK CIRCUIT 30S-JA32 (RD/YE) AND CIRCUIT 31S-JA32 (BK/YE) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Disconnect: Passenger Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Measure the resistance between the RCM C310a pin 13, circuit 30S-JA32 (RD/YE), harness side and ground; and between the RCM C310a pin 14, circuit 31S-JA32 (BK/YE), harness side and ground.  A0041277	**Yes** GO to I37 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA32 (RD/YE) or circuit 31S-JA32 (BK/YE). GO to I39 .

• **Are the resistances greater than 1,000,000 ohms?**	
I32 CHECK CIRCUIT 30S-JA32 (RD/YE) AND CIRCUIT 31S-JA32 (BK/YE) FOR A SHORT TO VOLTAGE BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Disconnect: Passenger Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Key in ON position. • Measure the voltage between the RCM C310a pin 13, circuit 30S-JA32 (RD/YE), harness side and ground; and between the RCM C310a pin 14, circuit 31S-JA32 (BK/YE), harness side and ground.  A0041278 • **Are the voltages less than 0.2 volt?**	**Yes** GO to I37 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. **DO NOT** remove or defeat the shorting bar. REPAIR circuit 30S-JA32 (RD/YE) or circuit 31S-JA32 (BK/YE). GO to I39 .
I33 CHECK CIRCUIT 30S-JA32 (RD/YE) FOR AN OPEN BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Passenger Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Measure the resistance between the RCM C310a pin 13, circuit 30S-JA32 (RD/YE), harness side and the passenger air bag module C256 pin 1, circuit 30S-JA32 (RD/YE), harness side.  A0050603 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to I34 . **No** REPAIR circuit 30S-JA32 (RD/YE). GO to I39 .
I34 CHECK CIRCUIT 31S-JA32 (BK/YE) FOR AN OPEN BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Measure the resistance between the RCM C310a pin 14, circuit 31S-JA32 (BK/YE), harness side and the passenger air bag module C256 pin 2, circuit 31S-JA32 (BK/YE), harness side.  A0050604 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to I37 . **No** REPAIR circuit 31S-JA32 (BK/YE). GO to I39 .

I35 CHECK FOR LOW RESISTANCE ON CIRCUIT 30S-JA32 (RD/YE) AND CIRCUIT 31S-JA32 (BK/YE) BETWEEN THE RCM AND THE PASSENGER AIR BAG MODULE	
• Key in OFF position. • Disconnect: Passenger Air Bag Module Restraint System Diagnostic Tool. • Measure the resistance between the passenger air bag module C256 pin 1, circuit 30S-JA32 (RD/YE), harness side and pin 2, circuit 31S-JA32 (BK/YE), harness side.  A0029882 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I37 . **No** GO to I36 .
I36 MEASURE THE RESISTANCE BETWEEN THE RCM CIRCUIT 30S-JA32 (RD/YE) AND CIRCUIT 31S-JA32 (BK/YE)	
• Disconnect: RCM C310a. • Measure the resistance between the RCM C310a pin 13, circuit 30S-JA32 (RD/YE), component side and pin 14, circuit 31S-JA32 (BK/YE), component side.  A0041281 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR circuit 30S-JA32 (RD/YE) and circuit 31S-JA32 (BK/YE). GO to I39 . **No** GO to I37 .
I37 CONFIRM THE RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors and the RCM electrical connector are connected before carrying out the on-demand self-test. If not, erroneous DTCs will be recorded • Key in OFF position. • Connect: Restraint System Diagnostic Tools. • Connect: RCM C310a. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2293/Record All Flagged Faults.	**Yes** If a **"?"** was flagged by the scan tool, CARRY OUT the entire pinpoint test before installing a new RCM. INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to I39 .

• **Was DTC B2293 retrieved during the on-demand self test?**	**No** Fault corrected. GO to I39 .
I38 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2293/Record All Flagged Faults. • **Was the DTC B2293 retrieved during the on-demand self test?**	**Yes** CHECK for causes of the intermittent fault at or near the affected air bag module connector. REPAIR any intermittent concerns found. If an intermittent concern **was** found and repaired, GO to I39 . If an intermittent concern **was not** found and repaired, USE the flagged faults recorded and GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For driver air bag module squib 1 (D_ABAG) with a short to ground (STG) fault, GO to I3 . For driver air bag module squib 1 (D_ABAG) with a short to battery (STB) fault, GO to I5 . For driver air bag module squib 1 (D_ABAG) with an open circuit (O_CIR) fault, GO to I7 . For driver air bag module squib 1 (D_ABAG) with a low resistance (LOWRES) fault, GO to I11 . For passenger air bag module squib 1 (P_ABAG) with a short to ground (STG) fault, GO to

	I14 . For passenger air bag module squib 1 (P_ABAG) with a short to battery (STB) fault, GO to I15 . For passenger air bag module squib 1 (P_ABAG) with an open circuit (O_CIR) fault, GO to I16 . For passenger air bag module squib 1 (P_ABAG) with a low resistance (LOWRES) fault, GO to I18 . For driver air bag module squib 2 (D_ABAG2) with a short to ground (STG) fault, GO to I20 . For driver air bag module squib 2 (D_ABAG2) with a short to battery (STB) fault, GO to I22 . For driver air bag module squib 2 (D_ABAG2) with an open circuit (O_CIR) fault, GO to I24 . For driver air bag module squib 2 (D_ABAG2) with a low resistance (LOWRES) fault, GO to I28 . For passenger air bag module squib 2 (P_ABAG2) with a short to ground (STG) fault, GO to I31 . For passenger air bag module squib 2 (P_ABAG2) with a short to battery (STB) fault, GO to I32 . For passenger air bag

	module squib 2 (P_ABAG2) with an open circuit (O_CIR) fault, GO to I33 . For passenger air bag module squib 2 (P_ABAG2) with a low resistance (LOWRES) fault, GO to I35 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to I39 .
I39 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step I1. • **Were any continuous DTCs retrieved during Step I1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) . CLEAR all DTCs.

Pinpoint Test J: LFC 24 and 25/DTC B2294 Restraint System Side Air Curtain Module Fault

Normal Operation

The restraints control module (RCM) checks all side air curtain module circuits for faults. If the RCM detects one of the following faults on any of the side air curtain module circuits, it will store diagnostic trouble code (DTC) B2294 in memory and flash, depending on the fault, either lamp fault code (LFC) 24 or 25 depending on the fault (or higher priority code if one exists) on the air bag indicator.

Fault Conditions

The RCM monitors for the following fault conditions:

- low resistance.
- high resistance or circuit open.
- circuit short to voltage.
- circuit short to ground.

Possible Causes

A side air curtain module fault can be caused by:

- damaged wiring, terminals, or connectors.
- a faulty side air curtain module (if equipped).
- a faulty side air curtain bridge resistor (if equipped).
- a faulted RCM.

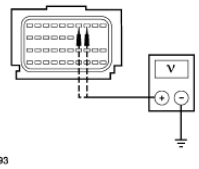
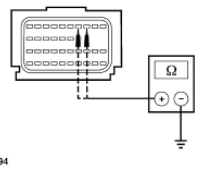
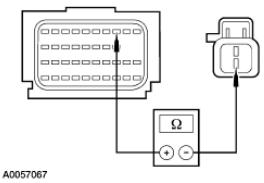
PINPOINT TEST J: LFC 24 AND 25/DTC B2294 RESTRAINT SYSTEM SIDE AIR CURTAIN MODULE FAULT

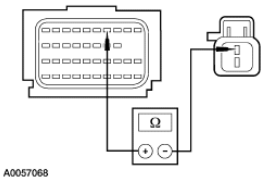
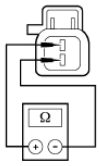
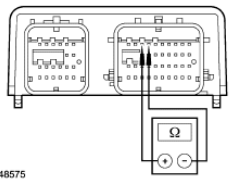
Test Step	Result / Action to Take
NOTE: Side air curtain bridge resistor connectors shown, side air curtain module connectors similar.	
J1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Flag/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag B2294/Record All Flagged Faults. • **Was DTC B2294 retrieved during the on-demand self test?**	**Yes** **Vehicles with side air curtain modules** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to J3 . **Vehicles without side air curtain modules** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to J2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to J17 .
J2 CHECK THE SIDE AIR CURTAIN MODULE BRIDGE RESISTOR	

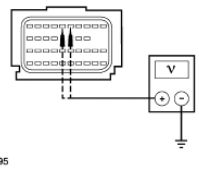
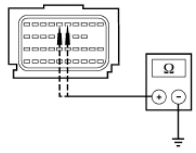
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Disconnect: Driver and Passenger Side Air Curtain Bridge Resistor. • Transfer the driver side air curtain bridge resistor to the passenger side and the passenger side air curtain bridge resistor to the driver side. • Connect: Driver and Passenger Side Air Curtain Bridge Resistor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2294/Record All Flagged Faults. • **Did the flagged fault transfer between the driver side and the passenger side?**	**Yes** Using the flagged faults recorded Step J1, GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded in Step J1, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For driver side air curtain module (DFCURTN) with a short to battery (STB) fault, GO to J4 . For driver side air curtain module (DFCURTN) with a short to ground (STG) fault, GO to J5 . For driver side air curtain module (DFCURTN) with an open circuit (O_CIR) fault, GO to J6 . For driver side air curtain module (DFCURTN) with a low resistance (LOWRES) fault, GO to J8 . For passenger side air curtain module (PFCURTN) with a short to battery (STB) fault, GO to J10 . For passenger side air curtain module (PFCURTN) with a short to ground (STG) fault, GO to J11 . For passenger side air curtain module (PFCURTN) with an open circuit (O_CIR) fault, GO to J12 . For passenger side air curtain module

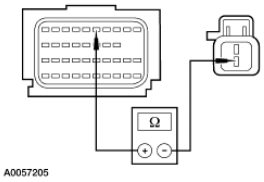
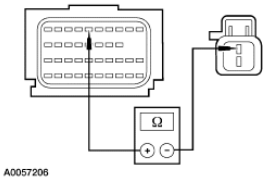
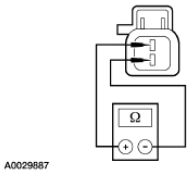
	(PFCURTN) with a low resistance (LOWRES) fault, GO to J14 . **No** INSTALL a new side air curtain bridge resistor. GO to J18 .
J3 CHECK THE DRIVER AND PASSENGER SIDE AIR CURTAIN MODULE	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2294/Record All Flagged Faults. • **Was DTC B2294 retrieved during the on-demand self test?**	**Yes** Using the flagged faults recorded in Step J1, GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded in Step J1, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For driver side air curtain module (DFCURTN) with a short to battery (STB) fault, GO to J4 . For driver side air curtain module (DFCURTN) with a short to ground (STG) fault, GO to J5 . For driver side air curtain module (DFCURTN) with an open circuit (O_CIR) fault, GO to J6 . For driver side air curtain module (DFCURTN) with a low resistance (LOWRES) fault, GO to J8 . For passenger side air curtain module (PFCURTN) with a short to battery (STB) fault, GO to J10 . For passenger side air curtain module (PFCURTN) with a short to ground (STG) fault,

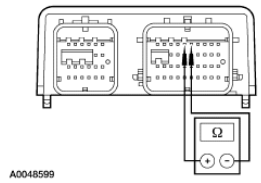
	GO to J11 . For passenger side air curtain module (PFCURTN) with an open circuit (O_CIR) fault, GO to J12 . For passenger side air curtain module (PFCURTN) with a low resistance (LOWRES) fault, GO to J14 . **No** If a flagged fault of **"?"** was recorded in Step I1, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. If a fault was flagged against the driver side air curtain module in Step J1, INSTALL a new driver side air curtain module. REFER to Side Air Curtain Module in this section. GO to J18 . If a fault was flagged against the passenger side air curtain module in Step J1, INSTALL a new passenger side air curtain module. REFER to Side Air Curtain Module in this section. GO to J18 .
J4 CHECK CIRCUIT 30S-JA50 (RD/BK) AND CIRCUIT 31S-JA50 (BK/RD) FOR A SHORT TO BATTERY BETWEEN THE RCM AND THE DRIVER SIDE AIR CURTAIN MODULE	
• Key in OFF position. • Disconnect: Driver Side Air Curtain Restraint System Diagnostic Tool (with Side Air Curtain). • Disconnect: Driver Side Air Curtain Bridge Resistor (without Side Air Curtain). • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 3, circuit 30S-JA50 (RD/BK), harness side and ground; and between RCM C310b pin 4, circuit 31S-JA50 (BK/RD), harness side and ground.	**Yes** GO to J16 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA50

 A0048593 • **Are the voltages less than 0.2 volt?**	(RD/BK) or circuit 31S-JA50 (BK/RD). GO to J18 .
J5 CHECK CIRCUIT 30S-JA50 (RD/BK) AND CIRCUIT 31S-JA50 (BK/RD) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE DRIVER SIDE AIR CURTAIN MODULE	
• Key in OFF position. • Disconnect: Driver Side Air Curtain Restraint System Diagnostic Tool (with Side Air Curtain). • Disconnect: Driver Side Air Curtain Bridge Resistor (without Side Air Curtain). • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 3, circuit 30S-JA50 (RD/BK), harness side and ground; and between RCM C310b pin 4 circuit 31S-JA50 (BK/RD), harness side and ground.  A0048594 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to J16 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA50 (RD/BK) or circuit 31S-JA50 (BK/RD). GO to J18 .
J6 CHECK CIRCUIT 30S-JA50 (RD/BK) FOR AN OPEN BETWEEN THE RCM AND THE DRIVER SIDE AIR CURTAIN MODULE	
• Key in OFF position. • Disconnect: Driver Side Air Curtain Restraint System Diagnostic Tool (with Side Air Curtain). • Disconnect: Driver Side Air Curtain Bridge Resistor (without Side Air Curtain). • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 3, circuit 30S-JA50 (RD/BK), harness side and driver side air curtain module C9006 pin 2, (or driver side air curtain bridge resistor C2283), circuit 30S-JA50 (RD/BK), harness side.  A0057067 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to J7 . **No** REPAIR circuit 30S-JA50 (RD/BK). GO to J18 .
J7 CHECK CIRCUIT 31S-JA50 (BK/RD) FOR AN OPEN BETWEEN THE RCM AND THE DRIVER SIDE AIR CURTAIN MODULE	

• Measure the resistance between RCM C310b pin 4, circuit 31S-JA50 (BK/RD), harness side and driver side air curtain module C9006 pin 1, (or driver side air curtain bridge resistor C2283), circuit 31S-JA50 (BK/RD), harness side.  A0057068 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to J16 . **No** REPAIR circuit 31S-JA50 (BK/RD). GO to J18 .
J8 CHECK FOR LOW RESISTANCE ON CIRCUIT 30S-JA50 (RD/BK) AND CIRCUIT 31S-JA50 (BK/RD) BETWEEN THE DRIVER SIDE AIR CURTAIN MODULE AND THE RCM	
• Key in OFF position. • Disconnect: Driver Side Air Curtain Restraint System Diagnostic Tool (with Side Air Curtain). • Disconnect: Driver Side Air Curtain Bridge Resistor (without Side Air Curtain). • Measure the resistance between driver side air curtain module C9006 pin 1, (or driver side air curtain bridge resistor C2283), circuit 31S-JA50 (BK/RD), and driver side air curtain module C9006 pin 2, (or driver side air curtain bridge resistor C2283), circuit 30S-JA50 (RD/BK), harness side.  A0029687 • **Is the resistance greater than 10, 000 ohms?**	**Yes** GO to J16 . **No** GO to J9 .
J9 MEASURE RESISTANCE BETWEEN RCM CIRCUIT 30S-JA50 (RD/BK) AND CIRCUIT 31S-JA50 (BK/RD)	
• Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 3, circuit 30S-JA50 (RD/BK), and pin 4, circuit 31S-JA50 (BK/RD), component side.  A0048575 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR circuit 30S-JA50 (RD/BK) and circuit 31S-JA50 (BK/RD). GO to J18 . **No** GO to J16 .
J10 CHECK CIRCUIT 30S-JA51 (RD/BU) AND CIRCUIT 31S-JA51 (BK/BU) FOR A SHORT TO BATTERY BETWEEN THE RCM AND THE PASSENGER SIDE AIR CURTAIN MODULE	

• Key in OFF position. • Disconnect: Passenger Side Air Curtain Restraint System Diagnostic Tool (with Side Air Curtain). • Disconnect: Passenger Side Air Curtain Bridge Resistor (without Side Air Curtain). • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 5, circuit 30S-JA51 (RD/BU), harness side and ground; and between RCM C310b pin 6, circuit 31S-JA51 (BK/BU), harness side and ground.  A0048595 • **Are the voltages less than 0.2 volt?**	**Yes** GO to J16 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA51 (RD/BU) or circuit 31S-JA51 (BK/BU). GO to J18 .
J11 CHECK CIRCUIT 30S-JA51 (RD/BU) AND CIRCUIT 31S-JA51 (BK/BU) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE PASSENGER SIDE AIR CURTAIN MODULE	
• Key in OFF position. • Disconnect: Passenger Side Air Curtain Module Restraint System Diagnostic Tool (with Side Air Curtain). • Disconnect: Passenger Side Air Curtain Bridge Resistor (without Side Air Curtain). • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 5, circuit 30S-JA51 (RD/BU), harness side and ground; and between RCM C310b pin 6, circuit 31S-JA51 (BK/BU), harness side and ground.  A0048596 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to J16 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bar. REPAIR circuit 30S-JA51 (RD/BU) or circuit 31S-JA51 (BK/BU). GO to J18 .
J12 CHECK CIRCUIT 30S-JA51 (RD/BU) FOR AN OPEN BETWEEN THE RCM AND THE PASSENGER SIDE AIR CURTAIN MODULE	
• Key in OFF position. • Disconnect: Passenger Side Air Curtain Module Restraint System Diagnostic Tool (with Side Air Curtain). • Disconnect: Passenger Side Air Curtain Bridge Resistor (without Side Air Curtain). • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 5, circuit 30S-JA51 (RD/BU), harness side and passenger side air curtain module C9007 pin 2, (or passenger side air curtain bridge resistor C2284), circuit 30S-JA51 (RD/BU), harness side.	**Yes** GO to J13 . **No** REPAIR circuit 30S-JA51 (RD/BU). GO to J18 .

 A0057205 • **Is the resistance less than 0.5 ohm?**	
J13 CHECK CIRCUIT 31S-JA51 (BK/BU) FOR OPEN BETWEEN THE RCM AND THE PASSENGER SIDE AIR CURTAIN MODULE	
• Measure the resistance between RCM C310b pin 6, circuit 31S-JA51 (BK/BU), harness side and passenger side air curtain module C9007 pin 1, (or passenger side air curtain bridge resistor C2284), circuit 31S-JA51 (BK/BU), harness side.  A0057206 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to J14 . **No** REPAIR circuit 31S-JA51 (BK/BU). GO to J18 .
J14 CHECK FOR LOW RESISTANCE ON CIRCUIT 30S-JA51 (RD/BU) AND CIRCUIT 31S-JA51 (BK/BU) BETWEEN THE PASSENGER SIDE AIR CURTAIN MODULE AND THE RCM	
• Key in OFF position. • Disconnect: Passenger Side Air Curtain Module Restraint System Diagnostic Tool (with Side Air Curtain). • Disconnect: Passenger Side Air Curtain Bridge Resistor (without Side Air Curtain). • Measure the resistance between passenger side air curtain module C9007 pin 2, (or passenger air curtain bridge resistor C2284), circuit 30S-JA51 (RD/BU), and passenger side air curtain module C9007 pin 1, (or passenger air curtain bridge resistor C2284), circuit 31S-JA51 (BK/BU), harness side.  A0029887 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to J16 . **No** GO to J15 .
J15 MEASURE RESISTANCE BETWEEN RCM CIRCUIT 30S-JA51 (RD/BU) AND CIRCUIT 31S-JA51 (BK/BU)	
• Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 5, circuit 30S-JA51 (RD/BU), and pin 6, circuit 31S-JA51 (BK/BU), component side.	**Yes** REPAIR circuit 30S-JA51 (RD/BU) and circuit 31S-JA51 (BK/BU). GO to J18 .

 • **Is the resistance greater than 10,000 ohms?**	**No** GO to J16 .
J16 CONFIRM THE RCM FAULT	
• Key in OFF position. • Connect: Restraint System Diagnostic Tools (with Side Air Curtain). • Connect: Side Air Curtain Bridge Resistors (without Side Air Curtain). • Connect: RCM C310b. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2294/Record All Flagged Faults. • **Was DTC B2294 retrieved during the on-demand self test?**	**Yes** If a **"?"** was flagged by the scan tool, CARRY OUT the entire pinpoint test before installing a new RCM. INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to J18 . **No** Fault corrected. GO to J18 .
J17 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system**	**Yes** CHECK for causes of the intermittent fault at or near the affected side air curtain module connector. REPAIR any intermittent concerns found. If an intermittent concern **was** found and repaired, GO to J18 . If an intermittent concern **was not** found and repaired, USE the flagged faults recorded and GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded in Step J1, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For driver side air curtain module (DFCURTN) with a short to battery (STB)

diagnostic tools must be removed before operating the vehicle over the road. NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2294/Record All Flagged Faults. • **Was DTC B2294 retrieved during on-demand self test?**	fault, GO to J4 . For driver side air curtain module (DFCURTN) with a short to ground (STG) fault, GO to J5 . For driver side air curtain module (DFCURTN) with an open circuit (O_CIR) fault, GO to J6 . For driver side air curtain module (DFCURTN) with a low resistance (LOWRES) fault, GO to J8 . For passenger side air curtain module (PFCURTN) with a short to battery (STB) fault, GO to J10 . For passenger side air curtain module (PFCURTN) with a short to ground (STG) fault, GO to J11 . For passenger side air curtain module (PFCURTN) with an open circuit (O_CIR) fault, GO to J12 . For passenger side air curtain module (PFCURTN) with a low resistance (LOWRES) fault, GO to J14 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to J18 .
J18 CHECK FOR ADDITIONAL DTCs	

• Refer to the continuous DTCs recorded during Step J1. • **Were any continuous DTCs retrieved during Step J1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test K: LFC 22 and 23/DTC B2295 Restraint System Side Airbag Fault

Normal Operation

The restraints control module (RCM) checks all of the seat side air bag circuits for faults. If the RCM detects one of the following faults on any of the seat side air bag circuits, it will store diagnostic trouble code (DTC) B2295 in memory and flash either lamp fault code (LFC) 22 or 23 depending on the fault (or higher priority code if one exists) on the air bag indicator.

Fault Conditions

The RCM monitors for the following fault conditions:

- low resistance.
- high resistance or circuit open.
- circuit short to battery.
- circuit short to ground.

Possible Causes

A seat side air bag status fault can be caused by:

- wiring, terminals, or connectors.
- a faulty seat side air bag module.
- a faulted RCM.

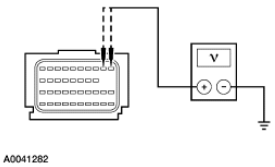
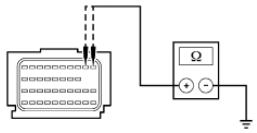
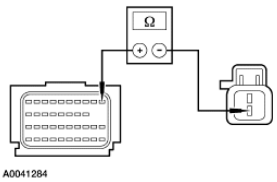
PINPOINT TEST K: LFC 22 AND 23/DTC B2295 RESTRAINT SYSTEM SIDE AIRBAG FAULT

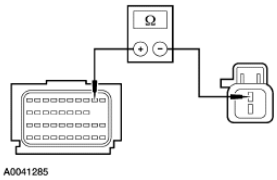
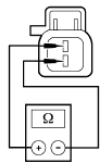
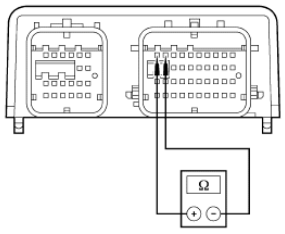
Test Step	Result / Action to Take
NOTE: Seat side air bag module connectors shown, seat side thorax air bag module connectors similar.	

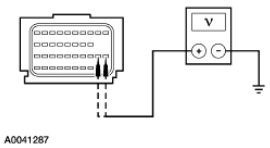
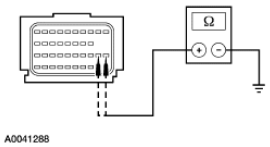
K1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2295/Record All Flagged Faults. • **Was DTC B2295 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to K2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to K26 .
K2 CHECK THE DRIVER AND PASSENGER SEAT SIDE AIR BAG MODULES	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.** ⚠ **WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.** ⚠ **WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.** ⚠ **WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer.	**Yes** Using the flagged faults recorded in Step K1, GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded in Step K1, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a short to battery (STB) fault, GO to K3 . For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a short to ground (STG) fault, GO to K4 . For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with an open circuit (O_CIR) fault, GO to K5 . For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a low resistance (LOWRES) fault, GO to K7 .

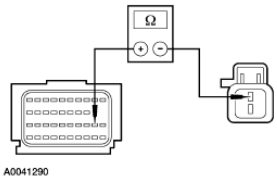
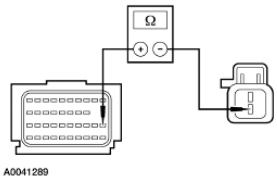
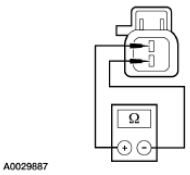
• Key in OFF position. • Deactivate the system and remove the affected seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2295/Record All Flagged Faults. • **Was DTC B2295 retrieved during the on-demand self test?**	For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a short to battery (STB) fault, GO to K9 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a short to ground (STG) fault, GO to K10 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with an open circuit (O_CIR) fault, GO to K11 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a low resistance (LOWRES) fault, GO to K13 . **No** Using the flagged faults recorded in Step K1, GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded in Step K1, multiple faults exist and the entire pinpoint test must be carried out before installing a new seat side air bag module. For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a short to battery (STB) fault, GO to K15 . For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a short to ground (STG) fault, GO to K16 . For driver seat side air bag

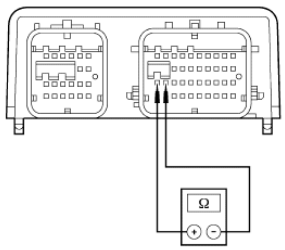
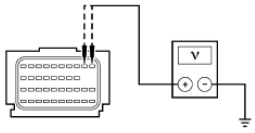
	module or driver seat side thorax air bag module (DFSIDE) with an open circuit (O_CIR) fault, GO to K17 . For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a low resistance (LOWRES) fault, GO to K19 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a short to battery (STB) fault, GO to K20 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a short to ground (STG) fault, GO to K21 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with an open circuit (O_CIR) fault, GO to K22 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a low resistance (LOWRES) fault, GO to K24 .
K3 CHECK CIRCUITS 30S-JA37 (RD/GN) AND 31S-JA37 (BK/GN) FOR A SHORT TO BATTERY BETWEEN THE RCM AND DRIVER SEAT SIDE AIR BAG MODULE	
• Key in OFF position. • Disconnect: Driver Seat Side Air Bag Module or Driver Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 1, circuit 30S-JA37 (RD/GN), harness side and ground; and between RCM C310b pin 2, circuit 31S-JA37 (BK/GN), harness side and ground.	**Yes** GO to K25 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bars. REPAIR circuit 30S-JA37 (RD/GN) or 31S-JA37 (BK/GN). GO to K27 .

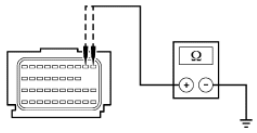
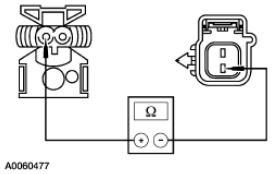
 A0041282 • **Are the voltages less than 0.2 volt?**	
K4 CHECK CIRCUITS 30S-JA37 (RD/GN) AND 31S-JA37 (BK/GN) FOR A SHORT TO GROUND BETWEEN THE RCM AND DRIVER SEAT SIDE AIR BAG MODULE	
• Key in OFF position. • Disconnect: Driver Seat Side Air Bag Module or Driver Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310a. • Measure the resistance between RCM C310b pin 1, circuit 30S-JA37 (RD/GN), harness side and ground; and between RCM C310b pin 2, circuit 31S-JA37 (BK/GN), harness side and ground.  A0041283 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to K25 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bars. REPAIR circuit 30S-JA37 (RD/GN) or 31S-JA37 (BK/GN). GO to K27 .
K5 CHECK CIRCUIT 30S-JA37 (RD/GN) FOR A OPEN BETWEEN THE RCM AND DRIVER SEAT SIDE AIR BAG MODULE	
• Key in OFF position. • Disconnect: Driver Seat Side Air Bag Module or Driver Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 1, circuit 30S-JA37 (RD/GN), harness side and driver seat side air bag module wiring harness C316 pin 2, circuit 30S-JA37 (RD/GN), harness side.  A0041284 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to K6 . **No** REPAIR circuit 30S-JA37 (RD/GN). GO to K27 .
K6 CHECK CIRCUIT 31S-JA37 (BK/GN) FOR AN OPEN BETWEEN THE RCM AND DRIVER SEAT SIDE AIR BAG MODULE	

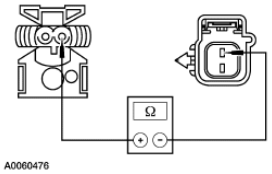
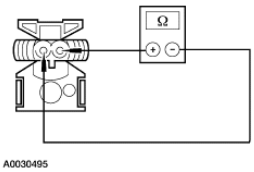
• Measure the resistance between RCM C310b pin 2, circuit 31S-JA37 (BK/GN), harness side and driver seat side air bag wiring harness C316 pin 1, circuit 31S-JA37 (BK/GN), harness side.  A0041285 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to K25 . **No** REPAIR circuit 31S-JA37 (BK/GN). GO to K27 .
K7 CHECK FOR LOW RESISTANCE ON CIRCUITS 30S-JA37 (RD/GN) AND BETWEEN 31S-JA37 (BK/GN) THE DRIVER SEAT SIDE AIR BAG MODULE AND RCM	
• Key in OFF position. • Disconnect: Driver Seat Side Air Bag Module or Driver Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Measure the resistance between driver seat side air bag wiring harness C316 pin 2, circuit 30S-JA37 (RD/GN), harness side and pin 1, circuit 31S-JA37 (BK/GN), harness side.  A0029887 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to K25 . **No** GO to K8 .
K8 CHECK FOR LOW RESISTANCE BETWEEN RCM CIRCUITS 30S-JA37 (RD/GN) AND 31S-JA37 (BK/GN)	
• Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 1, circuit 30S-JA37 (RD/GN), component side and pin 2, circuit 31S-JA37 (BK/GN), component side.  A0041286 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR circuit 30S-JA37 (RD/GN) and circuit 31S-JA37 (BK/GN). GO to K27 . **No** GO to K25 .

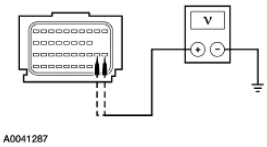
K9 CHECK CIRCUITS 30S-JA38 (RD/BK) AND 31S-JA38 (BK/RD) FOR A SHORT TO BATTERY BETWEEN THE RCM AND PASSENGER SEAT SIDE AIR BAG MODULE	
• Key in OFF position. • Disconnect: Passenger Seat Side Air Bag Module or Passenger Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 21, circuit 30S-JA38 (RD/BK), harness side and ground; and between RCM C310b pin 22, circuit 31S-JA38 (BK/RD), harness side and ground.  A0041287 • **Are the voltages less than 0.2 volt?**	**Yes** GO to K25 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defate the shorting bars. REPAIR circuit 30S-JA38 (RD/BK) or circuit 31S-JA38 (BK/RD). GO to K27 .
K10 CHECK CIRCUITS 30S-JA38 (RD/BK) AND 31S-JA38 (BK/RD) FOR A SHORT TO GROUND BETWEEN THE RCM AND PASSENGER SEAT SIDE AIR BAG MODULE	
• Key in OFF position. • Disconnect: Passenger Seat Side Air Bag Module or Passenger Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 22, circuit 30S-JA38 (RD/BK), harness side and ground; and between RCM C310b pin 22, circuit 31S-JA38 (BK/RD), harness side and ground.  A0041288 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to K25 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defate the shorting bars. REPAIR circuit 30S-JA38 (RD/BK) or circuit 31S-JA38 (BK/RD). GO to K27 .
K11 CHECK CIRCUIT 30S-JA38 (RD/BK) FOR AN OPEN BETWEEN THE RCM AND PASSENGER SEAT SIDE AIR BAG MODULE	
• Key in OFF position. • Disconnect: Passenger Seat Side Air Bag Module or Passenger Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Disconnect: RCM C310b.	**Yes** GO to K12 . **No** REPAIR circuit 30S-JA38 (RD/BK). GO to K27 .

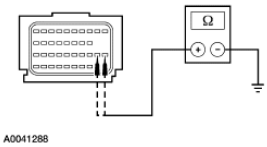
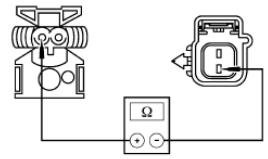
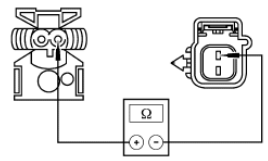
• Measure the resistance between RCM C310b pin 21, circuit 30S-JA38 (RD/BK), harness side and passenger seat side air bag wiring harness C314 pin 2, circuit 30S-JA38 (RD/BK), harness side.  A0041290 • **Is the resistance less than 0.5 ohm?**	
K12 CHECK CIRCUIT 31S-JA38 (BK/RD) FOR AN OPEN BETWEEN THE RCM AND PASSENGER SEAT SIDE AIR BAG MODULE	
• Measure the resistance between RCM C310b pin 22, circuit 31S-JA38 (BK/RD), harness side and passenger seat side air bag wiring harness C314 pin 1, circuit 31S-JA38 (BK/RD), harness side.  A0041289 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to K25 . **No** REPAIR circuit 31S-JA38 (BK/RD). GO to K27 .
K13 CHECK FOR LOW RESISTANCE ON CIRCUITS 30S-JA38 (RD/BK) AND 31S-JA38 (BK/RD) BETWEEN THE PASSENGER SEAT SIDE AIR BAG MODULE AND RCM	
• Key in OFF position. • Disconnect: Passenger Seat Side Air Bag Module or Passenger Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Measure the resistance between passenger seat side air bag wiring harness C314 pin 2, circuit 30S-JA38 (RD/BK), harness side and pin 1, circuit 31S-JA38 (BK/RD), harness side.  A0029887 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to K25 . **No** GO to K14 .
K14 CHECK FOR LOW RESISTANCE BETWEEN RCM CIRCUITS 30S-JA38 (RD/BK) AND 31S-JA38 (BK/RD)	

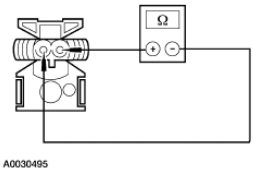
• Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 21, circuit 30S-JA38 (RD/BK), component side and pin 22, circuit 31S-JA38 (BK/RD), component side.  A0041291 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR circuit 30S-JA38 (RD/BK) and circuit 31S-JA38 (BK/RD). GO to K27 . **No** GO to K25 .
K15 CHECK CIRCUITS 30S-JA37 (RD/GN) AND 31S-JA37 (BK/GN) FOR A SHORT TO BATTERY IN THE DRIVER SEAT SIDE AIR BAG WIRING HARNESS	
• Key in OFF position. • Disconnect: Driver Seat Side Air Bag Module C367 or Driver Seat Side Thorax Air Bag Module C3226. • For additional information to access driver seat side air bag module C367 or driver seat side thorax air bag module C3226, refer to Side Air Bag Module in this section. • Disconnect: Driver Seat Side Air Bag Module or Driver Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Position the driver seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Driver Seat Side Air Bag Wiring Harness C316. • Connect: Driver Seat Connectors. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 1, circuit 30S-JA37 (RD/GN), harness side and ground; and between RCM C310b pin 2, circuit 31S-JA37 (BK/GN), harness side and ground.  A0041282 • **Are the voltages less than 0.2 volt?**	**Yes** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bars. CHECK for causes of the intermittent fault in circuit 31S-JA38 (BK/RD) or circuit 30S-JA38 (RD/BK) at or near passenger seat side air bag wiring harness C316 or in the driver seat side air bag harness. ATTEMPT to recreate the hard fault by flexing the wiring harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to K27 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bars. REPAIR circuit 30S-JA37 (RD/GN) or 31S-JA37

	(BK/GN) between C367 or C3226 and C316. GO to K27 .
K16 CHECK CIRCUITS 30S-JA37 (RD/GN) AND 31S-JA37 (BK/GN) FOR A SHORT TO GROUND IN THE DRIVER SEAT SIDE AIR BAG WIRING HARNESS	
• Key in OFF position. • Disconnect: Driver Seat Side Air Bag Module C367 or Driver Seat Side Thorax Air Bag Module C3226. • For additional information to access driver seat side air bag module C367 or C3226, refer to Side Air Bag Module in this section. • Disconnect: Driver Seat Side Air Bag Module or Driver Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Position the driver seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Driver Seat Side Air Bag Wiring Harness C316. • Connect: Driver Seat Connectors. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 1, circuit 30S-JA37 (RD/GN), harness side and ground; and between RCM C310b pin 2, circuit 31S-JA37 (BK/GN), harness side and ground.  A0041283 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** INSTALL a new driver seat side air bag module or driver seat side thorax air bag module. GO to K27 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bars. REPAIR circuit 30S-JA37 (RD/GN) or 31S-JA37 (BK/GN) between C367 or C3226 and C316. GO to K27 .
K17 CHECK CIRCUIT 30S-JA37 (RD/GN) FOR AN OPEN IN THE DRIVER SEAT SIDE AIR BAG WIRING HARNESS	
• Key in OFF position. • Disconnect: Driver Seat Side Air Bag Module C367 or Driver Seat Side Thorax Air Bag Module C3226. • For additional information to access driver seat side air bag module C367 or driver seat side thorax air bag module C3226, refer to Side Air Bag Module in this section. • Measure the resistance between driver seat side air bag wiring harness C316 pin 2, circuit 30S-JA37 (RD/GN), harness side and driver seat side air bag module C367 or driver seat side thorax air bag module C3226 pin 2, circuit 30S-JA37 (RD/GN), harness side.  A0060477 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to K18 . **No** REPAIR circuit 30S-JA37 (RD/GN). GO to K27 .

K18 CHECK CIRCUIT 31S-JA37 (BK/GN) FOR AN OPEN IN THE DRIVER SEAT SIDE AIR BAG WIRING HARNESS	
• Measure the resistance between driver seat side air bag wiring harness C316 pin 1, circuit 31S-JA37 (BK/GN), harness side and driver seat side air bag module C367 or driver seat side thorax air bag module C3226 pin 1, circuit 31S-JA37 (BK/GN), harness side.  • **Is the resistance less than 0.5 ohm?**	**Yes** INSTALL a new driver seat side air bag module or driver seat side thorax air bag module. GO to K27 . **No** REPAIR circuit 31S-JA37 (BK/GN). GO to K27 .
K19 CHECK FOR LOW RESISTANCE ON CIRCUITS 30S-JA37 (RD/GN) AND 31S-JA37 (BK/GN) IN THE DRIVER SEAT SIDE AIR BAG WIRING HARNESS	
• Key in OFF position. • Disconnect: Driver Seat Side Air Bag Module C367 or Driver Seat Side Thorax Air Bag Module C3226. • For additional information to access driver seat side air bag module C367 or driver seat side thorax air bag module C3226, refer to Side Air Bag Module in this section. • Disconnect: Driver Seat Side Air Bag Module or Driver Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Position the driver seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Driver Seat Side Air Bag Wiring Harness C316. • Connect: Driver Seat Connectors. • Measure the resistance between driver seat side air bag module C367 or driver seat side thorax air bag module C3226 pin 2, circuit 30S-JA37 (RD/GN), harness side and pin 1, circuit 31S-JA37 (BK/GN), harness side.  • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new driver seat side air bag module or driver seat side thorax air bag module. GO to K27 . **No** REPAIR circuits 30S-JA37 (RD/GN) and 31S-JA37 (BK/GN) between C367 or C3226 and C316. GO to K27 .
K20 CHECK CIRCUITS 30S-JA38 (RD/BK) AND 31S-JA38 (BK/RD) FOR A SHORT TO BATTERY IN THE PASSENGER SEAT SIDE AIR BAG WIRING HARNESS	
• Key in OFF position. • Disconnect: Passenger Seat Side Air Bag Module C337 or Passenger Seat Side Thorax Air Bag Module C3227.	**Yes** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the

• For additional information to access passenger seat side air bag module C337 or passenger seat side thorax air bag module C3227, refer to Side Air Bag Module in this section. • Disconnect: Passenger Seat Side Air Bag Module or Passenger Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Position the passenger seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Passenger Seat Side Air Bag Wiring Harness C314. • Connect: Passenger Seat Connectors. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 21, circuit 30S-JA38 (RD/BK), harness side and ground; and between RCM C310b pin 22, circuit 31S-JA38 (BK/RD), harness side and ground.  A0041287 • **Are the voltages less than 0.2 volt?**	shorting bars. CHECK for causes of the intermittent fault in circuit 31S-JA38 (BK/RD) or circuit 30S-JA38 (RD/BK) at or near passenger seat side air bag wiring harness C314 or in the driver seat side air bag harness. ATTEMPT to recreate the hard fault by flexing the wiring harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to K27 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bars. REPAIR circuit 30S-JA38 (RD/BK) or 31S-JA38 (BK/RD) between C337 or C3227 and C314. GO to K27 .
K21 CHECK CIRCUITS 30S-JA38 (RD/BK) AND 31S-JA38 (BK/RD) FOR A SHORT TO GROUND IN THE PASSENGER SEAT SIDE AIR BAG WIRING HARNESS	
• Key in OFF position. • Disconnect: Passenger Seat Side Air Bag Module C337 or Passenger Seat Side Thorax Air Bag Module C3227. • For additional information to access passenger seat side air bag module C337 or passenger seat side thorax air bag module C3227, refer to Side Air Bag Module in this section. • Disconnect: Passenger Seat Side Air Bag Module or Passenger Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Position the passenger seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Passenger Seat Side Air Bag Wiring Harness C314. • Connect: Passenger Seat Connectors. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 21, circuit 30S-JA38 (RD/BK), harness side and ground; and between RCM C310b pin 22, circuit 31S-JA38 (BK/RD), harness side and ground.	**Yes** INSTALL a new passenger seat side air bag module or passenger seat side thorax air bag module. GO to K27 . **No** Due to the shorting bar feature in the electrical connector, the fault can exist in either circuit. Do not remove or defeat the shorting bars. REPAIR circuit 30S-JA38 (RD/BK) or 31S-JA38 (BK/RD) between C337 or C3227 and C314. GO to K27 .

 A0041288 • **Are the resistances greater than 1,000,000 ohms?**	
K22 CHECK CIRCUIT 30S-JA38 (RD/BK) FOR AN OPEN IN THE PASSENGER SEAT SIDE AIR BAG WIRING HARNESS	
• Key in OFF position. • Disconnect: Passenger Seat Side Air Bag Module C337 or Passenger Seat Side Thorax Air Bag Module C3227. • For additional information to access passenger seat side air bag module C337 or passenger seat side thorax air bag module C3227, refer to Side Air Bag Module in this section. • Measure the resistance between passenger seat side air bag warning harness C314 pin 2, circuit 30S-JA38 (RD/BK), harness side and passenger seat side air bag module C337 or passenger seat side thorax air bag module C3227 pin 2, circuit 30S-JA38 (RD/BK), harness side.  A0060477 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to K23 . **No** REPAIR circuit 30S-JA38 (RD/BK). GO to K27 .
K23 CHECK CIRCUIT 31S-JA38 (BK/RD) FOR AN OPEN IN THE PASSENGER SEAT SIDE AIR BAG WIRING HARNESS	
• Measure the resistance between passenger seat side air bag wiring harness C314 pin 1, circuit 31S-JA38 (BK/RD), harness side and passenger seat side air bag module C337 or passenger seat side thorax air bag module C3227 pin 1, circuit 31S-JA38 (BK/RD), harness side.  A0060476 • **Is the resistance less than 0.5 ohm?**	**Yes** INSTALL a new passenger seat side air bag module or passenger seat side thorax air bag module. GO to K27 . **No** REPAIR circuit 31S-JA38 (BK/RD). GO to K27 .
K24 CHECK FOR LOW RESISTANCE ON CIRCUITS 30S-JA38 (RD/BK) AND 31S-JA38 (BK/RD) IN THE PASSENGER SEAT SIDE AIR BAG WIRING HARNESS	

• Key in OFF position. • Disconnect: Passenger Seat Side Air Bag Module C337 or Passenger Seat Side Thorax Air Bag Module C3227. • For additional information to access passenger seat side air bag module C337 or passenger seat side thorax air bag module C3227, refer to Side Air Bag Module in this section. • Disconnect: Passenger Seat Side Air Bag Module or Passenger Seat Side Thorax Air Bag Module Restraint System Diagnostic Tool. • Position the passenger seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Passenger Seat Side Air Bag Warning Harness C314. • Connect: Passenger Seat Connectors. • Measure the resistance between passenger seat side air bag module C337 or passenger seat side thorax air bag module C3227 pin 2, circuit 30S-JA38 (RD/BK), harness side and pin 1, circuit 31S-JA38 (BK/RD), harness side.  A0030495 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new passenger seat side air bag module or passenger seat side thorax air bag module. GO to K27 . **No** REPAIR circuits 30S-JA38 (RD/BK) and 31S-JA38 (BK/RD) between C337 or C3227 and C314. GO to K27 .
K25 CONFIRM RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Connect: Restraint System Diagnostic Tools. • Connect: RCM C310b. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2295/Record All Flagged Faults. • **Was DTC B2295 retrieved during the on-demand self test?**	**Yes** If a **"?"** was flagged by the scan tool, CARRY OUT the entire pinpoint test before installing a new RCM. INSTALL a new RCM. REFER to Restraints Control Module (RCM) . GO to K27 . **No** Fault corrected. GO to K27 .
K26 CHECK FOR AN INTERMITTENT FAULT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat	**Yes** CHECK for causes of the intermittent fault at or near the affected seat side air bag connector. REPAIR any intermittent concerns found. If an intermittent concern **was** found and repaired, GO to K27 . If an intermittent concern **was**

side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing a SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2295/Record All Flagged Faults. • **Was DTC B2295 retrieved during the on-demand self test?**	**not** found and repaired, USE the flagged faults recorded and GO to the appropriate pinpoint test step. If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a short to battery (STB) fault, GO to K3 . For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a short to ground (STG) fault, GO to K4 . For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with an open circuit (O_CIR) fault, GO to K5 . For driver seat side air bag module or driver seat side thorax air bag module (DFSIDE) with a low resistance (LOWRES) fault, GO to K7 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a short to battery (STB) fault, GO to K9 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a short to ground (STG) fault, GO to K10 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with an open circuit

	(O_CIR) fault, GO to K11 . For passenger seat side air bag module or passenger seat side thorax air bag module (PFSIDE) with a low resistance (LOWRES) fault, GO to K13 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to K27 .
K27 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step K1. • **Were any continuous DTCs retrieved during Step K1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Priority Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) . CLEAR all DTCs.

Pinpoint Test L: LFC 42, 43, 44, 45 and 46/DTC B2296 Restraint System - Impact Sensor Fault

Normal Operation

The restraints control module (RCM) checks all of the impact sensor circuits for faults. If the RCM detects one of the following faults on any of the impact sensor circuits, it will store diagnostic trouble code (DTC) B2296 in memory and flash either lamp fault code (LFC) 42, 43, 44, 45 or 46 depending on the fault (or higher priority code if one exists) on the air bag indicator.

Fault Conditions

The RCM monitors for the following fault conditions:

- low resistance.
- high resistance or circuit open.
- circuit short to voltage.
- circuit short to ground.

Possible Causes

A impact sensor fault can be caused by:

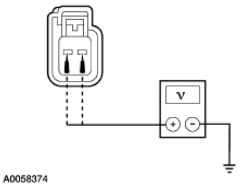
- damaged wiring, terminals, or connectors.
- a faulty impact sensor.
- incorrect sensor mounting.
- a faulted RCM.

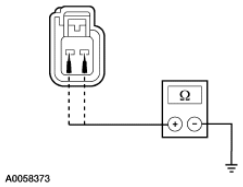
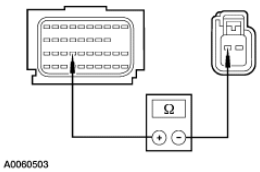
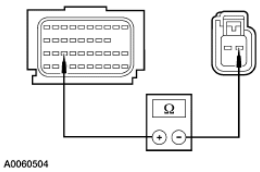
PINPOINT TEST L: LFC 42, 43, 44, 45 AND 46/DTC B2296 RESTRAINT SYSTEM IMPACT SENSOR FAULT

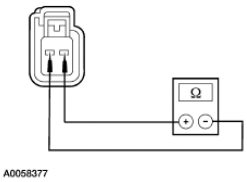
Test Step	Result / Action to Take
L1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Flag/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For first row driver side impact (F_D_SEN) sensor with a mounting/communications (COMM) fault, GO to L2 . For first row driver side impact sensor (F_D_ SEN) with an internal fault (INT) fault, INSTALL a new first row driver side impact sensor. REFER to Side Impact Sensor - First Row, B-Pillar in this section. GO to L54 . For first row passenger side impact sensor (F_P_ SEN) with a mounting/communications (COMM) fault, GO to L12 . For first row passenger side impact sensor (F_P_ SEN) with an internal fault (INT) fault, INSTALL a new first row passenger side impact sensor. REFER to Side Impact Sensor - First Row, B-Pillar in this section. GO to L54 .

	For second row driver side impact sensor (D_2_SEN) with a mounting/communication (COMM) fault, GO to L22 . For second row driver side impact sensor (D_2_ SEN) with an internal (INT) fault, INSTALL a new second row driver side impact sensor. REFER to Side Impact Sensor Second Row, C-Pillar in this section. GO to L54 . For second row passenger side impact sensor (P_2_ SEN) with a mounting /communications (COMM) fault, GO to L32 . For second row passenger side impact sensor (P_2_SEN) with an internal (INT) fault, INSTALL a new second row passenger side impact sensor. REFER to Side Impact Sensor Second Row, C-Pillar in this section. GO to L54 . For front impact severity sensor (FNT_SEN) with a mounting/communications (COMM) fault, GO to L42 . For front impact severity sensor (FNT_SEN) with an internal fault (INT) fault, INSTALL a new front impact severity sensor. REFER to Front Impact Severity Sensor in this section. GO to L54 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to L53 .
L2 INSPECT THE FIRST ROW DRIVER SIDE IMPACT SENSOR MOUNTING, AND MOUNTING SURFACE	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the**	**Yes** CLEAN and TIGHTEN the bolt. REPAIR the mounting surface as necessary. REINSTALL the first row driver side impact sensor. GO to L54 . **No** GO to L3 .

system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ **WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.** ⚠ **WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.** ⚠ **WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Access the first row driver side impact sensor. For additional information, refer to Side Impact Sensor - First Row, B-Pillar in this section. • Inspect the first row driver side impact sensor for: ♦ loose electrical connector. ♦ loose sensor mounting bolt. • Remove the first row driver side impact sensor. • Visually inspect the first row driver side impact sensor, alignment tabs, electrical connector, and mounting surface for damage, corrosion or dirt. • **Was a significant amount of corrosion or dirt found, or was the first row driver side impact sensor attached to the mounting surface incorrectly or was the impact sensor bolt not fully seated and tightened correctly?**	
L3 INSTALL THE FIRST ROW DRIVER SIDE IMPACT SENSOR AND CARRY OUT THE ON-DEMAND SELF TEST	
• Clean and repair the mounting surface as necessary. • Clean the first row driver side impact sensor mounting bolt. • Install the first row driver side impact sensor.	**Yes** GO to L4 . **No**

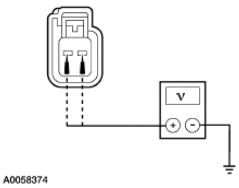
• Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	Fault corrected. GO to L54 .
L4 CHECK THE FIRST ROW DRIVER SIDE IMPACT SENSOR GROUND CIRCUIT 9-JA39 (BN) FOR HIGH RESISTANCE	
• Key in OFF position. • Disconnect: First Row Driver Side Impact Sensor C3209. • Measure the resistance between first row driver side impact sensor C3209 pin 1, circuit 9-JA39 (BN), harness side and the first row driver side impact sensor case ground. • **Is the resistance less than 100 ohms?**	**Yes** GO to L6 . **No** GO to L5 .
L5 CLEAN THE FIRST ROW DRIVER SIDE IMPACT SENSOR MOUNTING SURFACE AND CARRY OUT THE ON-DEMAND SELF TEST	
• Remove the first row driver side impact sensor. • Clean and repair the mounting surface as necessary. • Clean the first row driver side impact sensor mounting bolt. • Install the first row driver side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** GO to L6 . **No** Fault corrected. GO to L54 .
L6 CHECK CIRCUIT 7-JA39 (YE) AND CIRCUIT 9-JA39 (BN) FOR A SHORT TO VOLTAGE BETWEEN THE FIRST ROW DRIVER SIDE IMPACT SENSOR AND THE RCM	
• Key in ON position. • Measure the voltage between first row driver side impact sensor C3209 pin 1, circuit 9-JA39 (BN), harness side and ground; and between pin 2, circuit 7-JA39 (YE), harness side and ground.  A0058374 • **Are the voltages less than 0.2 volt?**	**Yes** GO to L7 . **No** REPAIR circuit 7-JA39 (YE) or circuit 9-JA39 (BN). GO to L54 .
L7 CHECK CIRCUIT 7-JA39 (YE) AND CIRCUIT 9-JA39 (BN) FOR A SHORT TO GROUND BETWEEN THE FIRST ROW DRIVER SIDE IMPACT SENSOR AND THE RCM	

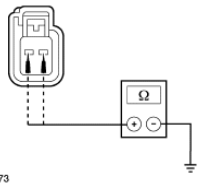
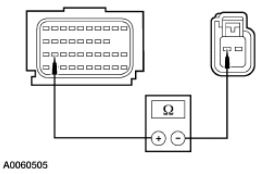
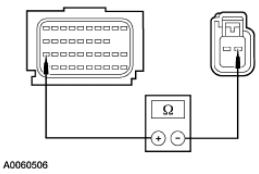
• Key in OFF position. • Disconnect: RCM C310a. • Disconnect: RCM C310b. • Measure the resistance between first row driver side impact sensor C3209 pin 1, circuit 9-JA39 (BN), harness side and ground; and between pin 2, circuit 7-JA39 (YE), harness side and ground.  A0058373 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to L8 . **No** REPAIR circuit 7-JA39 (YE) or circuit 9-JA39 (BN). GO to L54 .
L8 CHECK CIRCUIT 7-JA39 (YE) FOR AN OPEN BETWEEN THE RCM AND THE FIRST ROW DRIVER SIDE IMPACT SENSOR	
• Key in OFF position. • Measure the resistance between RCM C310b pin 27, circuit 7-JA39 (YE), harness side and first row driver side impact sensor C3209 pin 2, circuit 7-JA39 (YE), harness side.  A0060503 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L9 . **No** REPAIR circuit 7-JA39 (YE). GO to L54 .
L9 CHECK CIRCUIT 9-JA39 (BN) FOR AN OPEN BETWEEN THE RCM AND FIRST ROW DRIVER SIDE IMPACT SENSOR	
• Measure the resistance between RCM C310b pin 28, circuit 9-JA39 (BN), harness side and first row driver side impact sensor C3209 pin 1, circuit 9-JA39 (BN), harness side.  A0060504 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L10 . **No** REPAIR circuit 9-JA39 (BN). GO to L54 .
L10 CHECK CIRCUIT 7-JA39 (YE) FOR A SHORT TO CIRCUIT 9-JA39 (BN) BETWEEN THE RCM AND THE FIRST ROW DRIVER SIDE IMPACT SENSOR	

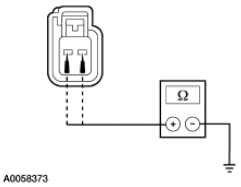
• Measure the resistance between first row driver side impact sensor C3209 pin 2, circuit 7-JA39 (YE), harness side and pin 1, circuit 9-JA39 (BN), harness side.  • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to L11 . **No** REPAIR circuit 7-JA39 (YE) and circuit 9-JA39 (BN). GO to L54 .
L11 CHECK THE FIRST ROW DRIVER SIDE IMPACT SENSOR	
• Connect: RCM C310a. • Connect: RCM C310b. • Install a known good first row driver side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Were any faults flagged against the first row driver side impact sensor?**	**Yes** INSTALL the original first row driver side impact sensor. GO to L52 . **No** Fault corrected. GO to L54 .
L12 INSPECT THE FIRST ROW PASSENGER SIDE IMPACT SENSOR MOUNTING, AND MOUNTING SURFACE	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.** **⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air	**Yes** CLEAN and TIGHTEN the bolt. REPAIR the mounting surface and electrical connections as necessary. REINSTALL the first row passenger side impact sensor. GO to L54 . **No** GO to L13 .

bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer.
• Key in OFF position.
• Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.
• Access the first row passenger side impact sensor. For additional information, refer to Side Impact Sensor First Row, B-Pillar in this section.
• Inspect the first row passenger side impact sensor for:
  • loose electrical connector.
  • loose sensor mounting bolt.
• Remove the first row passenger side impact sensor.
• Visually inspect the first row passenger side impact sensor, alignment tabs, electrical connector, and mounting surface for damage, corrosion or dirt.
• **Was a significant amount of corrosion or dirt found, or was the passenger side impact sensor attached to the mounting surface incorrectly or was the sensor bolt not fully seated and tightened correctly?**	

L13 INSTALL THE FIRST ROW PASSENGER SIDE IMPACT SENSOR AND CARRY OUT THE ON-DEMAND SELF TEST	
• Clean and repair the mounting surface as necessary. • Clean the first row passenger side impact sensor mounting bolt. • Install the first row passenger side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** GO to L14 . **No** Fault corrected. GO to L54 .
L14 CHECK THE FIRST ROW PASSENGER SIDE IMPACT SENSOR GROUND CIRCUIT 9-JA40 (BN/WH) FOR HIGH RESISTANCE	
• Key in OFF position. • Disconnect: First Row Passenger Side Impact Sensor C3211. • Measure the resistance between first row passenger side impact sensor C3211 pin 1, circuit 9-JA40 (BN/WH),	**Yes** GO to L16 . **No** GO to L15 .

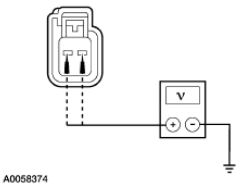
harness side and first row passenger side impact sensor case ground. • **Is the resistance less than 100 ohms?**	
L15 CLEAN FIRST ROW PASSENGER SIDE IMPACT SENSOR MOUNTING SURFACE AND CARRY OUT ON-DEMAND SELF TEST	
• Remove the first row passenger side impact sensor. • Clean and repair the mounting surface as necessary. • Clean the first row passenger side impact sensor mounting bolts. • Install the first row passenger side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** GO to L16 . **No** Fault corrected. GO to L54 .
L16 CHECK CIRCUIT 7-JA40 (YE/VT) AND CIRCUIT 9-JA40 (BN/WH) FOR A SHORT TO BATTERY BETWEEN THE FIRST ROW PASSENGER SIDE IMPACT SENSOR AND THE RCM	
• Key in ON position. • Measure the voltage between first row passenger side impact sensor C3211 pin 2, circuit 7-JA40 (YE/VT), harness side and ground; and between pin 1, circuit 9-JA40 (BN/WH), harness side and ground.  A0058374 • **Are the voltages less than 0.2 volt?**	**Yes** GO to L17 . **No** REPAIR circuit 7-JA40 (YE/VT) or circuit 9-JA40 (BN/WH). GO to L54 .
L17 CHECK CIRCUIT 7-JA40 (YE/VT) AND CIRCUIT 9-JA40 (BN/WH) FOR A SHORT TO GROUND BETWEEN THE FIRST ROW PASSENGER SIDE IMPACT SENSOR AND THE RCM	
• Key in OFF position. • Disconnect: RCM C310a. • Disconnect: RCM C310b. • Measure the resistance between first row passenger side impact sensor C3211 pin 2, circuit 7-JA40 (YE/VT), harness side and ground; and between pin 1, circuit 9-JA40 (BN/WH), harness side and ground.	**Yes** GO to L18 . **No** REPAIR circuit 7-JA40 (YE/VT) or circuit 9-JA40 (BN/WH). GO to L54 .

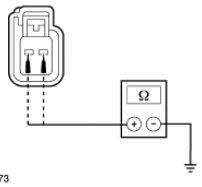
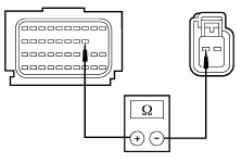
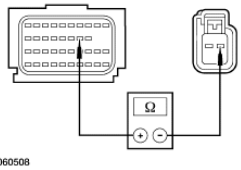
 A0058373 • **Are the resistances greater than 1,000,000 ohms?**	
L18 CHECK CIRCUIT 7-JA40 (YE/VT) FOR AN OPEN BETWEEN THE RCM AND THE FIRST ROW PASSENGER SIDE IMPACT SENSOR	
• Key in OFF position. • Measure the resistance between RCM C310b pin 29, circuit 7-JA40 (YE/VT), harness side and first row passenger side impact sensor C3211 pin 2, circuit 7-JA40 (YE/VT), harness side.  A0060505 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L19 . **No** REPAIR circuit 7-JA40 (YE/VT). GO to L54 .
L19 CHECK CIRCUIT 9-JA40 (BN/WH) FOR AN OPEN BETWEEN THE RCM AND THE FIRST ROW PASSENGER SIDE IMPACT SENSOR	
• Measure the resistance between RCM C310b pin 30, circuit 9-JA40 (BN/WH), harness side and first row passenger side impact sensor C3211 pin 1, circuit 9-JA40 (BN/WH), harness side.  A0060506 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L20 . **No** REPAIR circuit 9-JA40 (BN/WH). GO to L54 .
L20 CHECK CIRCUIT 7-JA40 (YE/VT) FOR A SHORT TO CIRCUIT 9-JA40 (BN/WH) BETWEEN THE RCM AND THE FIRST ROW PASSENGER SIDE IMPACT SENSOR	
• Measure the resistance between first row passenger side impact sensor C3211 pin 2, circuit 7-JA40 (YE/VT), harness side pin 1, circuit 9-JA40 (BN/WH), harness side.	**Yes** GO to L21 . **No** REPAIR short between circuit 7-JA40 (YE/VT) and circuit 9-JA40 (BN/WH). GO to L54 .

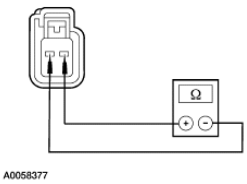
 • **Is the resistance greater than 1,000,000 ohms?**	
L21 CHECK THE FIRST ROW PASSENGER SIDE IMPACT SENSOR	
• Connect: RCM C310a. • Connect: RCM C310b. • Install a known good first row passenger side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Were any faults flagged against the first row passenger side impact sensor?**	**Yes** INSTALL the original first row passenger side impact sensor. GO to L52 . **No** Fault corrected. GO to L54 .
L22 INSPECT THE SECOND ROW DRIVER SIDE IMPACT SENSOR MOUNTING, AND MOUNTING SURFACE	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to**	**Yes** CLEAN and TIGHTEN the bolt. REPAIR the mounting surface as necessary. REINSTALL the second row driver side impact sensor. GO to L54 . **No** GO to L23 .

operating the vehicle over the road. NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer.
• Key in OFF position.
• Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.
• Access the second row side impact sensor. For additional information, refer to Side Impact Sensor Second Row, C-Pillar in his section.
• Inspect the second row driver side impact sensor for:
  • a loose electrical connector.
  • a loose sensor mounting bolt.
  • a loose sensor mounting bracket.
• Remove the second row driver side impact sensor.
• Visually inspect the second row driver side impact sensor, electrical connector, mounting bracket and mounting surface for damage, corrosion or dirt.
• **Was a significant amount of corrosion or dirt found, or was the second row driver side impact sensor mounting bracket attached to the mounting surface incorrectly or was the second row driver side impact sensor bolt not fully seated and tightened correctly?**	

L23 INSTALL THE SECOND ROW DRIVER SIDE IMPACT SENSOR AND CARRY OUT THE ON-DEMAND SELF TEST	
• Clean and repair the mounting surface as necessary. • Clean the second row driver side impact sensor mounting bolt. • Install the second row driver side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** GO to L24 . **No** Fault corrected. GO to L54 .
L24 CHECK THE SECOND ROW DRIVER SIDE IMPACT SENSOR GROUND CIRCUIT 9-JA41 (BN) FOR HIGH RESISTANCE	
• Key in OFF position. • Disconnect: Second Row Driver Side Impact Sensor Connector. • Measure the resistance between second row driver side impact sensor connector pin 1, circuit 9-JA41 (BN), harness side and the second row driver side impact sensor case ground.	**Yes** GO to L26 . **No** GO to L25 .

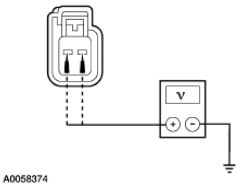
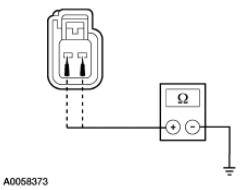
• **Is the resistance less than 100 ohms?**	
L25 CLEAN THE SECOND ROW DRIVER SIDE IMPACT SENSOR MOUNTING SURFACE AND CARRY OUT THE ON-DEMAND SELF TEST	
• Remove the second row driver side impact sensor. • Clean and repair the mounting surface as necessary. • Clean the second row driver side impact sensor mounting bolt. • Install the second row driver side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** GO to L26 . **No** Fault corrected. GO to L54 .
L26 CHECK CIRCUIT 7-JA41 (YE) AND CIRCUIT 9-JA41 (BN) FOR A SHORT TO BATTERY BETWEEN THE SECOND ROW DRIVER SIDE IMPACT SENSOR AND THE RCM	
• Key in ON position. • Measure the voltage between second row driver side impact sensor connector pin 2, circuit 7-JA41 (YE), harness side and ground; and between pin 1, circuit 9-JA41 (BN), harness side and ground.  A0058374 • **Are the voltages less than 0.2 volt?**	**Yes** GO to L27 . **No** REPAIR circuit 7-JA41 (YE) or circuit 9-JA41 (BN). GO to L54 .
L27 CHECK CIRCUIT 7-JA41 (YE) AND CIRCUIT 9-JA41 (BN) FOR A SHORT TO GROUND BETWEEN THE SECOND ROW DRIVER SIDE IMPACT SENSOR AND THE RCM	
• Key in OFF position. • Disconnect: RCM C310a. • Disconnect: RCM C310b. • Measure the resistance between second row driver side impact sensor connector pin 1, circuit 9-JA41 (BN), harness side and ground; and between pin 2, circuit 7-JA41 (YE), harness side and ground.	**Yes** GO to L28 . **No** REPAIR circuit 7-JA41 (YE) or circuit 9-JA41 (BN). GO to L54 .

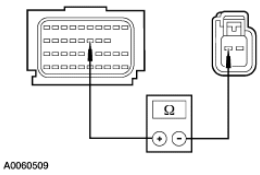
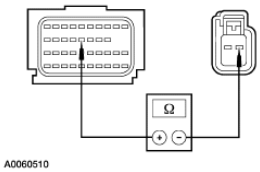
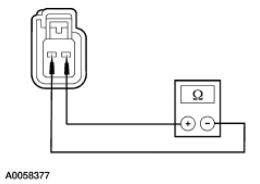
 A0058373 • **Are the resistances greater than 1,000,000 ohms?**	
L28 CHECK CIRCUIT 7-JA41 (YE) FOR AN OPEN BETWEEN THE RCM AND THE SECOND ROW DRIVER SIDE IMPACT SENSOR	
• Key in OFF position. • Measure the resistance between RCM C310b pin 13, circuit 7-JA41 (YE), harness side and second row driver side impact sensor connector pin 2, circuit 7-JA41 (YE), harness side.  A0060507 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L29 . **No** REPAIR circuit 7-JA41 (YE). GO to L54 .
L29 CHECK CIRCUIT 9-JA41 (BN) FOR AN OPEN BETWEEN THE RCM AND THE SECOND ROW DRIVER SIDE IMPACT SENSOR	
• Measure the resistance between RCM C310b pin 14, circuit 9-JA41 (BN), harness side and second row driver side impact sensor connector pin 1, circuit 9-JA41 (BN), harness side.  A0060508 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L30 . **No** REPAIR circuit 9-JA41 (BN). GO to L54 .
L30 CHECK CIRCUIT 7-JA41 (YE) FOR A SHORT TO CIRCUIT 9-JA41 (BN) BETWEEN THE RCM AND SECOND ROW DRIVER SIDE IMPACT SENSOR	
• Measure the resistance between second row driver side impact sensor connector pin 2, circuit 7-JA41 (YE), harness side and pin 1, circuit 9-JA41 (BN), harness side.	**Yes** GO to L31 . **No** REPAIR circuit 7-JA41 (YE) or circuit 9-JA41 (BN). GO to L54 .

 A0058377 • **Is the resistance greater than 1,000,000 ohms?**	
L31 CHECK THE SECOND ROW DRIVER SIDE IMPACT SENSOR	
• Connect: RCM C310a. • Connect: RCM C310b. • Install a known good second row driver side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Were any faults flagged against the second row driver side impact sensor?**	**Yes** INSTALL the original second row driver side impact sensor. GO to L52 . **No** Fault corrected. GO to L54 .
L32 INSPECT THE SECOND ROW PASSENGER SIDE IMPACT SENSOR MOUNTING, MOUNTING BRACKET AND MOUNTING SURFACE	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After	**Yes** CLEAN, TIGHTEN the bolt or REPAIR the mounting surface as necessary. REINSTALL the second row passenger side impact sensor. GO to L54 . **No** GO to L33 .

diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer.
• Key in OFF position.
• Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.
• Access the second row passenger side impact sensor. For additional information, refer to Side Impact Sensor - Second Row, C-Pillar in this section.
• Inspect the second row passenger side impact sensor for:
  • loose electrical connector.
  • loose sensor mounting bolt.
• Remove the second row passenger side impact sensor.
• Visually inspect the second row passenger side impact sensor, alignment tabs, electrical connector, and mounting surface for damage, corrosion or dirt.
• **Was a significant amount of corrosion or dirt found, or was the second row passenger side impact sensor mounting bracket attached to the mounting surface incorrectly or were the impact sensor bolts not fully seated and tightened correctly?**	

L33 INSTALL THE SECOND ROW PASSENGER SIDE IMPACT SENSOR AND CARRY OUT THE ON-DEMAND SELF TEST	
• Clean and repair the mounting surface as necessary. • Clean the second row passenger side impact sensor mounting bolt. • Install the second row passenger side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** GO to L34 . **No** Fault corrected. GO to L54 .
L34 CHECK THE SECOND ROW PASSENGER SIDE IMPACT SENSOR GROUND CIRCUIT 9-JA43 (BN/WH) FOR HIGH RESISTANCE	
• Key in OFF position. • Disconnect: Second Row Passenger Side Impact Sensor Connector. • Measure the resistance between second row passenger side impact sensor connector pin 1, circuit 9-JA43 (BN/WH), harness side and the second row passenger side impact sensor case ground. • **Is the resistance less than 100 ohms?**	**Yes** GO to L36 . **No** GO to L35 .

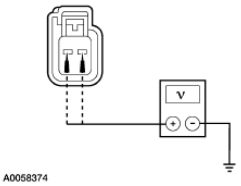
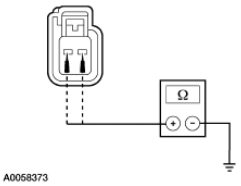
L35 CLEAN THE SECOND ROW PASSENGER SIDE IMPACT SENSOR MOUNTING SURFACE AND CARRY OUT THE ON-DEMAND SELF TEST	
• Remove the second row passenger side impact sensor. • Clean and repair the mounting surface as necessary. • Clean the second row passenger side impact sensor mounting bolt. • Install the second row passenger side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** GO to L36 . **No** Fault corrected. GO to L54 .
L36 CHECK CIRCUIT 7-JA43 (YE/VT) AND CIRCUIT 9-JA43 (BN/WH) FOR A SHORT TO VOLTAGE BETWEEN THE SECOND ROW PASSENGER SIDE IMPACT SENSOR AND THE RCM	
• Key in ON position. • Measure the voltage between second row passenger side impact sensor connector pin 2, circuit 7-JA43 (YE/VT), harness side and ground; and between pin 1, circuit 9-JA43 (BN/WH), harness side and ground.  A0058374 • **Are the voltages less than 0.2 volt?**	**Yes** GO to L37 . **No** REPAIR circuit 7-JA43 (YE/VT) or circuit 9-JA43 (BN/WH). GO to L54 .
L37 CHECK CIRCUIT 7-JA43 (YE/VT) AND CIRCUIT 9-JA43 (BN/WH) FOR A SHORT TO GROUND BETWEEN THE SECOND ROW PASSENGER SIDE IMPACT SENSOR AND THE RCM	
• Key in OFF position. • Disconnect: RCM C310a. • Disconnect: RCM C310b. • Measure the resistance between second row passenger side impact sensor connector pin 2, circuit 7-JA43 (YE/VT), harness side and ground; and between pin 1, circuit 9-JA43 (BN/WH), harness side and ground.  A0058373	**Yes** GO to L38 . **No** REPAIR circuit 7-JA43 (YE/VT) or circuit 9-JA43 (BN/WH). GO to L54 .

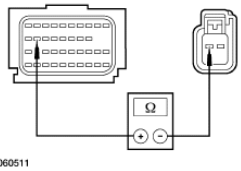
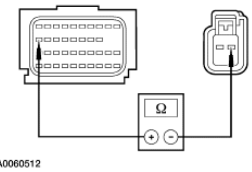
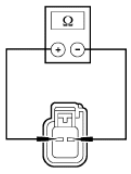
• **Are the resistances greater than 1,000,000 ohms?**	
L38 CHECK CIRCUIT 7-JA43 (YE/VT) FOR AN OPEN BETWEEN THE RCM AND THE SECOND ROW PASSENGER SIDE IMPACT SENSOR	
• Key in OFF position. • Measure the resistance between RCM C310b pin 15, circuit 7-JA43 (YE/VT), harness side and second row passenger side impact sensor connector pin 2, circuit 7-JA43 (YE/VT), harness side.  A0060509 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L39 . **No** REPAIR circuit 7-JA43 (YE/VT). GO to L54 .
L39 CHECK CIRCUIT 9-JA43 (BN/WH) FOR AN OPEN BETWEEN THE RCM AND THE SECOND ROW PASSENGER SIDE IMPACT SENSOR	
• Measure the resistance between RCM C310b pin 16, circuit 9-JA43 (BN/WH), harness side and second row passenger side impact sensor connector pin 1, circuit 9-JA43 (BN/WH), harness side.  A0060510 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L40 . **No** REPAIR circuit 9-JA43 (BN/WH). GO to L54 .
L40 CHECK CIRCUIT 7-JA43 (YE/VT) FOR A SHORT TO CIRCUIT 9-JA43 (BN/WH) BETWEEN THE RCM AND THE SECOND ROW PASSENGER SIDE IMPACT SENSOR	
• Measure the resistance between second row passenger side impact sensor connector pin 2, circuit 7-JA43 (YE/VT), harness side and pin 1, circuit 9-JA43 (BN/WH), harness side.  A0058377 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to L41 . **No** REPAIR circuit 7-JA43 (YE/VT) and circuit 9-JA43 (BN/WH). GO to L54 .
L41 CHECK THE SECOND ROW PASSENGER SIDE	

IMPACT SENSOR	
• Connect: RCM C310a. • Connect: RCM C310b. • Install a known good second row passenger side impact sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Were any faults flagged against the second row passenger side impact sensor?**	**Yes** INSTALL the original second row passenger side impact sensor. GO to L52 . **No** Fault corrected. GO to L54 .
L42 INSPECT THE FRONT IMPACT SEVERITY SENSOR MOUNTING, MOUNTING BRACKET AND MOUNTING SURFACE	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.** **⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.** **⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.** **⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer.	**Yes** CLEAN, TIGHTEN bolt or REPAIR the mounting surface as necessary. REINSTALL the front impact severity sensor. GO to L54 . **No** GO to L43 .

• Key in OFF position.
• Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.
• Access the front impact severity sensor. For additional information, refer to Front Impact Severity Sensor in this section.
• Inspect the front impact severity sensor for:
  • loose electrical connector.
  • loose sensor mounting bolt.
• Remove the front impact severity sensor.
• Visually inspect the front impact severity sensor, alignment tabs, electrical connector, and mounting surface for damage, corrosion or dirt.
• **Was a significant amount of corrosion or dirt found, or was the front impact severity sensor mounting bracket attached to the mounting surface incorrectly or were the front impact severity sensor bolts not fully seated and tightened correctly?**	

L43 INSTALL THE FRONT IMPACT SEVERITY SENSOR AND CARRY OUT THE ON-DEMAND SELF TEST	
• Clean and repair the mounting surface as necessary. • Clean the front impact severity sensor mounting bolt. • Install the front impact severity sensor. Refer to Front Impact Severity Sensor . • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	**Yes** GO to L44 . **No** Fault corrected. GO to L54 .
L44 CHECK THE FRONT IMPACT SEVERITY SENSOR GROUND CIRCUIT 9-JA49 (BN) FOR HIGH RESISTANCE	
• Key in OFF position. • Disconnect: Front Impact Severity Sensor C177. • Measure the resistance between front impact severity sensor C177 pin 1, circuit 9-JA49 (BN), harness side and front impact severity sensor case ground. • **Is the resistance less than 100 ohms?**	**Yes** GO to L46 . **No** GO to L45 .
L45 CLEAN THE FRONT IMPACT SEVERITY SENSOR MOUNTING SURFACE AND CARRY OUT THE ON-DEMAND SELF-TEST	
• Remove the front impact severity sensor. Refer to Front Impact Severity Sensor . • Clean and repair the mounting surface as necessary. • Clean the front impact severity sensor mounting bolt. • Install the front impact severity sensor. Refer to Front Impact Severity Sensor . • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test.	**Yes** GO to L46 . **No** Fault corrected. GO to L54 .

• Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	
L46 CHECK CIRCUIT 7-JA49 (YE) AND CIRCUIT 9-JA49 (BN) FOR A SHORT TO VOLTAGE BETWEEN THE RCM AND THE FRONT IMPACT SEVERITY SENSOR	
• Key in ON position. • Measure the voltage resistance between front impact severity sensor C177 pin 2, circuit 7-JA49 (YE), harness side and ground; and between front impact severity sensor C177 pin 1, circuit 9-JA49 (BN), harness side and ground.  A0058374 • **Are the voltages less than 0.2 volt?**	**Yes** GO to L47 . **No** REPAIR circuit 7-JA49 (YE) or circuit 9-JA49 (BN). GO to L54 .
L47 CHECK CIRCUIT 7-JA49 (YE) AND CIRCUIT 9-JA49 (BN) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE FRONT IMPACT SEVERITY SENSOR	
• Key in OFF position. • Disconnect: RCM C310a. • Disconnect: RCM C310b. • Measure the resistance between front impact severity sensor C177 pin 2, circuit 7-JA49 (YE), harness side and ground; and between front impact severity sensor C177 pin 1, circuit 9-JA49 (BN), harness side and ground.  A0058373 • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to L48 . **No** REPAIR circuit 7-JA49 (YE) or circuit 9-JA49 (BN). GO to L54 .
L48 CHECK CIRCUIT 7-JA49 (YE) FOR AN OPEN BETWEEN THE RCM AND THE FRONT IMPACT SEVERITY SENSOR	
• Key in OFF position. • Measure the resistance between RCM C310b pin 19, circuit 7-JA49 (YE), harness side and front impact severity sensor C177 pin 2, circuit 7-JA49 (YE), harness side.	**Yes** GO to L49 . **No** REPAIR circuit 7-JA49 (YE). GO to L54 .

 A0060511 • **Is the resistance less than 0.5 ohm?**	
L49 CHECK CIRCUIT 9-JA49 (BN) FOR AN OPEN BETWEEN THE RCM AND THE FRONT IMPACT SEVERITY SENSOR	
• Measure the resistance between RCM C310b pin 20, circuit 9-JA49 (BN), harness side and front impact severity sensor C177 pin 1, circuit 9-JA49 (BN), harness side.  A0060512 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to L50 . **No** REPAIR circuit 9-JA49 (BN). GO to L54 .
L50 CHECK CIRCUIT 7-JA49 (YE) FOR A SHORT TO CIRCUIT 9-JA49 (BN) BETWEEN THE RCM AND THE FRONT IMPACT SEVERITY SENSOR	
• Measure the resistance between C177 pin 2, circuit 7-JA49 (YE), harness side and the front impact severity sensor C177 pin 1, circuit 9-JA49 (BN), harness side.  A0060479 • **Is the resistance greater than 1,000,000 ohms?**	**Yes** GO to L51 . **No** REPAIR circuits 7-JA49 (YE) and circuit 9-JA49 (BN). GO to L54 .
L51 CHECK THE FRONT IMPACT SEVERITY SENSOR	
• Connect: RCM C310a. • Connect: RCM C310b. • Install a known good front impact severity sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Were any faults flagged against the front impact severity sensor?**	**Yes** INSTALL the original front impact severity sensor. GO to L52 . **No** Fault corrected. GO to L54 .
L52 CONFIRM THE RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical	**Yes** If a **"?"** was flagged by the scan tool, CARRY OUT the entire

connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Connect: Impact Sensors. • Connect: RCM C310a. • Connect: RCM C310b. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	pinpoint test before installing a new RCM. INSTALL a new RCM. GO to L54 . **No** Fault corrected. GO to L54 .
L53 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position.	**Yes** This is a hard fault. The fault condition is now present. The fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. If a flagged fault of **"?"** was recorded, multiple faults exist and the entire pinpoint test must be carried out before installing a new RCM. For first row driver side impact (F_D_SEN) sensor with a mounting/communications (COMM) fault, GO to L2 . For first row driver side impact sensor (F_D_ SEN) with an internal fault (INT) fault, INSTALL a new first row driver side impact sensor. REFER to Side Impact Sensor - First Row, B-Pillar in this section. GO to L54 . For first row passenger side impact sensor (F_P_ SEN) with a mounting/communications (COMM) fault, GO to L12 . For first row passenger side impact sensor (F_P_ SEN) with an internal fault (INT) fault, INSTALL a new first row passenger side impact sensor. REFER to Side Impact Sensor - First Row, B-Pillar in this section. GO to L54 .

• Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Flag DTC B2296/Record All Flagged Faults. • **Was DTC B2296 retrieved during the on-demand self test?**	For second row driver side impact sensor (D_2_SEN) with a mounting/communication (COMM) fault, GO to L22 . For second row driver side impact sensor (D_2_ SEN) with an internal (INT) fault, INSTALL a new second row driver side impact sensor. REFER to Side Impact Sensor - Second Row, C-Pillar in this section. GO to L54 . For second row passenger side impact sensor (P_2_ SEN) with a mounting /communications (COMM) fault, GO to L32 . For second row passenger side impact sensor (P_2_SEN) with an internal (INT) fault, INSTALL a new second row passenger side impact sensor. REFER to Side Impact Sensor - Second Row, C-Pillar in this section. GO to L54 . For front impact severity sensor (FNT_SEN) with a mounting/communications (COMM) fault, GO to L42 . For front impact severity sensor (FNT_SEN) with an internal fault (INT) fault, INSTALL a new front impact severity sensor. REFER to Front Impact Severity Sensor in this section. GO to L54 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found.
L54 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step L1. • **Were any continuous DTCs retrieved during Step L1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction.

	No RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test M: LFC 51/DTC B2434 Driver Safety Belt Buckle Switch Circuit Short to Ground

Normal Operation

The restraints control module (RCM) checks the driver safety belt buckle switch circuits for faults. If the RCM detects a short to ground fault, it will store diagnostic trouble code (DTC) B2434 in memory and flash lamp fault code (LFC) 51 (or higher priority code if one exists) on the air bag indicator.

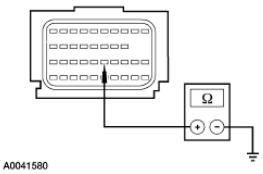
Possible Causes

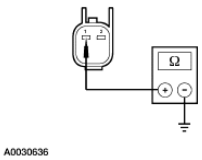
A driver safety belt buckle switch open circuit fault can be caused by:

- wiring, terminals, or connectors.
- a faulty driver safety belt buckle switch.
- a faulted RCM.

PINPOINT TEST M: LFC 51/DTC B2434 DRIVER SAFETY BELT BUCKLE SWITCH CIRCUIT SHORT TO GROUND

Test Step	Result / Action to Take
M1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2434 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to M2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to M6 .
M2 CHECK CIRCUIT 8-JA54 (WH) FOR A SHORT TO GROUND BETWEEN THE RCM AND DRIVER SEAT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.**	**Yes** GO to M3 . **No** REPAIR circuit 8-JA54 (WH). GO to M7 .

The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the driver seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in OFF position. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 25, circuit 8-JA54 (WH), harness side and ground.  • **Is the resistance greater than 1,000,000 ohms?**	
M3 CHECK CIRCUIT 8-JA54 (WH) FOR A SHORT TO GROUND BETWEEN THE DRIVER SAFETY BELT BUCKLE SWITCH AND GROUND	
• Position the driver seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Driver Seat Connectors. • Disconnect: Driver Safety Belt Buckle Switch C3065.	**Yes** GO to M4 . **No** REPAIR short to ground

• Measure the resistance between driver safety belt buckle switch C3065 pin 1, circuit 8-JA54 (WH), harness side and ground.  A0030636 • **Is the resistance greater than 1,000,000 ohms?**	in circuit 8-JA54 (WH). GO to M7 .
M4 CHECK THE DRIVER SAFETY BELT BUCKLE SWITCH	
• Connect: RCM C310b. • Install a known good driver safety belt buckle. • Connect: Driver Safety Belt Buckle Switch C3065. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2434 retrieved during the on-demand self test?**	**Yes** GO to M5 . **No** Fault corrected. GO to M7 .
M5 CONFIRM RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Reinstall the original driver safety belt buckle switch. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2434 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) . GO to M7 . **No** Fault corrected. GO to M7 .
M6 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped	**Yes** GO to M2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to M7 .

with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2434 retrieved during the on-demand self test?**	
M7 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step M1. • **Were any continuous DTCs retrieved during Step M1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Priority Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) . CLEAR all DTCs.

Pinpoint Test N: LFC 51/DTC B2435 Driver Safety Belt Buckle Switch Circuit Resistance Out of Range

Normal Operation

The restraints control module (RCM) checks the driver safety belt buckle switch circuits for faults. If the RCM detects a current out of range fault, it will store diagnostic trouble code (DTC) B2435 in memory and flash lamp fault code (LFC) 51 (or higher priority code if one exists) on the air bag indicator.

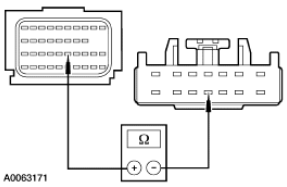
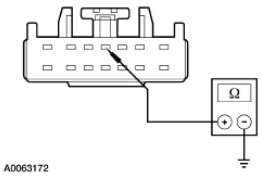
Possible Causes

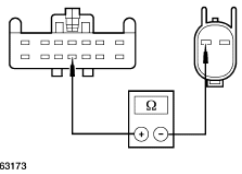
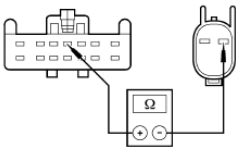
A driver safety belt buckle switch current out of range fault can be caused by:

- wiring, terminals, or connectors.
- a faulty driver safety belt buckle switch.
- a faulted RCM.

PINPOINT TEST N: LFC 51/DTC B2435 DRIVER SAFETY BELT BUCKLE SWITCH CIRCUIT RESISTANCE OUT OF RANGE

Test Step	Result / Action to Take
N1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2435 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to N2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to N8 .
N2 CHECK CIRCUIT 8-JA54 (WH) FOR AN OPEN BETWEEN THE RCM AND DRIVER SEAT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air	**Yes** GO to N3 . **No** REPAIR circuit 8-JA54 (WH). GO to N9 .

bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the driver seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in OFF position. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 25, circuit 8-JA54 (WH), harness side and driver seat C315 pin 11, circuit 8-JA54 (WH), harness side.  A0063171 • **Is the resistance less than 0.5 ohm?**	
N3 CHECK CIRCUIT 31-JA54 (BK/YE) FOR AN OPEN BETWEEN AND DRIVER SEAT AND GROUND	
• Measure the resistance between C315 pin 4, circuit 31-JA54 (BK/YE), harness side and ground.  A0063172 • **Is the resistance less than 5 ohms?**	**Yes** GO to N4 . **No** REPAIR circuit 31-JA54 (BK/YE). GO to N9 .
N4 CHECK CIRCUIT 8-JA54 (WH) FOR AN OPEN BETWEEN THE DRIVER SEAT AND DRIVER SAFETY BELT BUCKLE SWITCH	
• Disconnect: Driver Safety Belt Buckle Switch C3065. • Measure the resistance between driver seat C315 pin 11, circuit 8-JA54 (WH), harness side and driver safety belt buckle switch C3065 pin 1, circuit 8-JA54 (WH), harness side.	**Yes** GO to N5 . **No** REPAIR circuit 8-JA54 (WH). GO to N9 .

 A0063173 • **Is the resistance less than 0.5 ohm?**	
N5 CHECK CIRCUIT 31-JA54 (BK/YE) FOR AN OPEN BETWEEN THE DRIVER SEAT AND DRIVER SAFETY BELT BUCKLE SWITCH	
• Measure the resistance between driver seat C315 pin 4, circuit 31-JA54 (BK/YE), harness side and driver safety belt buckle switch C3065 pin 2, circuit 31-JA54 (BK/YE), harness side.  A0063174 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to N6 . **No** REPAIR circuit 31-JA54 (BK/YE). GO to N9 .
N6 CHECK THE DRIVER SAFETY BELT BUCKLE SWITCH	
• Connect: RCM C310b. • Install a known good driver safety belt buckle. • Connect: Driver Safety Belt Buckle Switch C3065. • Position the driver seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Driver Seat Connectors. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2435 retrieved during the on-demand self test?**	**Yes** GO to N7 . **No** Fault corrected. GO to N9 .
N7 CONFIRM RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Reinstall the original driver safety belt buckle switch. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2435 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) . GO to N9 . **No** Fault corrected. GO to N9 .
N8 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed**	**Yes** GO to N2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the

and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2435 retrieved during the on-demand self test?**	wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to N9 .
N9 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step N1. • **Were any continuous DTCs retrieved during Step N1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Priority Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint

	System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test O: LFC 52/DTC B2438 Passenger Safety Belt Buckle Switch Circuit Short to Ground

Normal Operation

The restraints control module (RCM) checks the passenger safety belt buckle switch circuits for faults. If the RCM detects a short to ground fault, it will store diagnostic trouble code (DTC) B2438 in memory and flash lamp fault code (LFC) 52 (or higher priority code if one exists) on the air bag indicator.

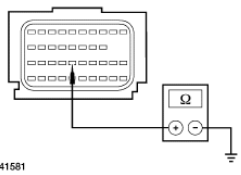
Possible Causes

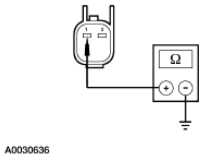
A passenger safety belt buckle switch open circuit fault can be caused by:

- wiring, terminals, or connectors.
- a faulty passenger safety belt buckle switch.
- a faulted RCM.

PINPOINT TEST O: LFC 52/DTC B2438 PASSENGER SAFETY BELT BUCKLE SWITCH CIRCUIT SHORT TO GROUND

Test Step	Result / Action to Take
O1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2438 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to O2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to O6 .
O2 CHECK CIRCUIT 8-JA55 (WH/BK) FOR A SHORT TO GROUND BETWEEN THE RCM AND PASSENGER SEAT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in**	**Yes** GO to O3 . **No** REPAIR circuit 8-JA55 (WH/BK). GO to O7 .

possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the passenger seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in OFF position. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 26, circuit 8-JA55 (WH/BK), harness side and ground.  • **Is the resistance greater than 1,000,000 ohms?**	
O3 CHECK CIRCUIT 8-JA55 (WH/BK) FOR A SHORT TO GROUND BETWEEN THE PASSENGER SAFETY BELT BUCKLE SWITCH AND GROUND	
• Position the passenger seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Passenger Seat Connectors. • Disconnect: Passenger Safety Belt Buckle Switch C3066. • Measure the resistance between passenger safety belt buckle switch C3066 pin 1, circuit 8-JA55 (WH/BK), harness side and ground.	**Yes** GO to O4 . **No** REPAIR circuit 8-JA55 (WH/BK). GO to O7 .

 A0030636 • **Is the resistance greater than 1,000,000 ohms?**	
O4 CHECK THE PASSENGER SAFETY BELT BUCKLE SWITCH	
• Connect: RCM C310b. • Install a known good passenger safety belt buckle. • Connect: Passenger Safety Belt Buckle Switch C3066. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2438 retrieved during the on-demand self test?**	**Yes** GO to O5 . **No** Fault corrected. GO to O7 .
O5 CONFIRM RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Reinstall the original passenger safety belt buckle switch. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2438 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) . GO to O7 . **No** Fault corrected. GO to O7 .
O6 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air	**Yes** GO to O2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to O7 .

bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2438 retrieved during the on-demand self test?**	
O7 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step O1. • **Were any continuous DTCs retrieved during Step O1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Priority Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test P: LFC 52/DTC B2439 Passenger Safety Belt Buckle Switch Circuit Resistance Out of Range

Normal Operation

The restraints control module (RCM) checks the passenger safety belt buckle switch circuits for faults. If the RCM detects a current out of range fault, it will store diagnostic trouble code (DTC) B2439 in memory and flash lamp fault code (LFC) 52 (or higher priority code if one exists) on the air bag indicator.

Possible Causes

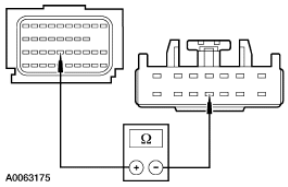
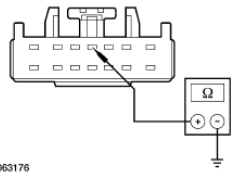
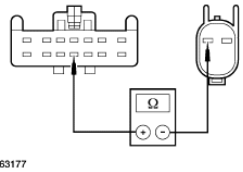
A passenger safety belt buckle switch current out of range fault can be caused by:

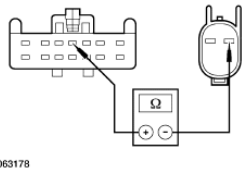
- wiring, terminals, or connectors.
- a faulty passenger safety belt buckle switch.

- a faulted RCM.

PINPOINT TEST P: LFC 52/DTC B2439 PASSENGER SAFETY BELT BUCKLE SWITCH CIRCUIT RESISTANCE OUT OF RANGE

Test Step	Result / Action to Take
P1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2439 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to P2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to P8 .
P2 CHECK FOR OPEN ON CIRCUIT 8-JA55 (WH/BK) BETWEEN RCM AND PASSENGER SEAT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:**	**Yes** GO to P3 . **No** REPAIR circuit 8-JA55 (WH/BK). GO to P9 .

After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the passenger seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in OFF position. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 26, circuit 8-JA55 (WH/BK), harness side and passenger seat C313 pin 11 circuit 8-JA55 (WH/BK), harness side.  A0063175 • **Is the resistance less than 0.5 ohm?**	
P3 CHECK CIRCUIT 31-JA55 (BK/RD) FOR AN OPEN BETWEEN THE PASSENGER SEAT AND GROUND	
• Measure the resistance between passenger seat C313 pin 4, circuit 31-JA55 (BK/RD), harness side and ground.  A0063176 • **Is the resistance less than 5 ohms?**	**Yes** GO to P4 . **No** REPAIR circuit 31-JA55 (BK/RD). GO to P9 .
P4 CHECK CIRCUIT 8-JA55 (WH/BK) FOR AN OPEN BETWEEN THE PASSENGER SEAT AND PASSENGER SAFETY BELT BUCKLE SWITCH	
• Disconnect: Passenger Safety Belt Buckle Switch C3066. • Measure the resistance between passenger seat C313 pin 11, circuit 8-JA55 (WH/BK), harness side and passenger safety belt buckle switch C3066 pin 1, circuit 8-JA55 (WH/BK), harness side.  A0063177	**Yes** GO to P5 . **No** REPAIR circuit 8-JA55 (WH/BK). GO to P9 .

• **Is the resistance less than 0.5 ohm?**	
P5 CHECK CIRCUIT 31-JA55 (BK/RD) FOR AN OPEN BETWEEN THE PASSENGER SEAT AND PASSENGER SAFETY BELT BUCKLE SWITCH	
• Measure the resistance between passenger seat C313 pin 4, circuit 31-JA55 (BK/RD), harness side and passenger safety belt buckle switch C3066 pin 2, circuit 31-JA55 (BK/RD), harness side.  • **Is the resistance less than 0.5 ohm?**	**Yes** GO to P6 . **No** REPAIR circuit 31-JA55 (BK/RD). GO to P9 .
P6 CHECK THE PASSENGER SAFETY BELT BUCKLE SWITCH	
• Connect: RCM C310b. • Install a known good passenger safety belt buckle. • Connect: Passenger Safety Belt Buckle Switch C3066. • Position the passenger seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Passenger Seat Connectors. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2439 retrieved during the on-demand self test?**	**Yes** GO to P7 . **No** Fault corrected. GO to P9 .
P7 CONFIRM RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Reinstall the original passenger safety belt buckle switch. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2439 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) . GO to P9 . **No** Fault corrected. GO to P9 .
P8 CHECK FOR AN INTERMITTENT FAULT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern	**Yes** GO to P2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to P9 .

when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2439 retrieved during the on-demand self test?**	
P9 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step P1. • **Were any continuous DTCs retrieved during Step P1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Priority Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test Q: LFC 51/DTC B2691 Driver Safety Belt Buckle Switch Circuit Fault

Normal Operation

The restraints control module (RCM) checks the driver safety belt buckle switch circuits for faults. If the RCM detects an open circuit or short to voltage fault, it will store diagnostic trouble code (DTC) B2691 in memory and flash lamp fault code (LFC) 51 (or higher priority code if one exists) on the air bag indicator.

Possible Causes

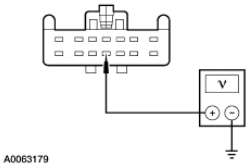
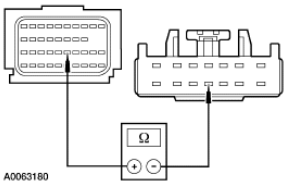
A driver safety belt buckle switch open circuit short to voltage fault can be caused by:

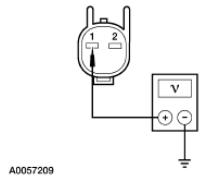
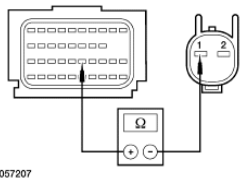
- wiring, terminals, or connectors.

- a faulty driver safety belt buckle switch.
- a faulted RCM.

PINPOINT TEST Q: LFC 51/DTC B2691 DRIVER SAFETY BELT BUCKLE SWITCH CIRCUIT FAULT

Test Step	Result / Action to Take
Q1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2691 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to Q2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to Q7 .
Q2 CHECK CIRCUIT 8-JA54 (WH) FOR A SHORT TO BATTERY BETWEEN THE RCM AND DRIVER SEAT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt buckle pretensioner and safety belt retractor pretensioner are pyrotechnic devices. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the**	**Yes** GO to Q3 . **No** REPAIR circuit 8-JA54 (WH). GO to Q8 .

restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the driver seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in OFF position. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between driver seat C315 pin 11, circuit 8-JA54 (WH), harness side and ground.  • **Is the voltage less than 0.2 volt?**	
Q3 CHECK CIRCUIT 8-JA54 (WH) FOR OPEN BETWEEN THE DRIVER SEAT C315 AND RCM	
• Key in OFF position. • Measure the resistance between driver seat C315 pin 11, circuit 8-JA54 (WH), harness side and RCM 310b pin 25, circuit 8-JA54 (WH), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to Q4 . **No** REPAIR circuit 8-JA54 (WH). GO to Q8 .
Q4 CHECK CIRCUITS 8-JA54 (WH) FOR A SHORT TO BATTERY BETWEEN THE DRIVER SAFETY BELT BUCKLE AND RCM	
• Key in OFF position. • Position the driver seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Driver Seat Connectors. • Disconnect: Driver Safety Belt Buckle Switch C3065. • Key in ON position. • Measure the voltage between driver safety belt buckle switch C3065 pin 1, circuit 8-JA54 (WH), harness side and ground.	**Yes** GO to Q5 . **No** REPAIR circuit 8-JA54 (WH). GO to Q8 .

 A0057209 • **Is the voltage less than 0.2 volt?**	
Q5 CHECK CIRCUIT 8-JA54 (WH) FOR OPEN BETWEEN THE DRIVER BUCKLE SWITCH C3065 AND RCM	
• Key in OFF position. • Measure the resistance between driver buckle switch C3065 pin 1, circuit 8-JA54 (WH), harness side and RCM 310b pin 25, circuit 8-JA54 (WH), harness side.  A0057207 • **Is the resistance less than 5 ohms?**	**Yes** GO to Q6 . **No** REPAIR circuit 8-JA54 (WH). GO to Q8 .
Q6 CONFIRM RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Connect: RCM C310b. • Connect: Driver Safety Belt Buckle Switch C3065. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2691 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) . GO to Q8 . **No** Fault corrected. GO to Q8 .
Q7 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the**	**Yes** GO to Q2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to Q8 .

vehicle over the road. NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2691 retrieved during the on-demand self test?**	
Q8 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step Q1. • **Were any continuous DTCs retrieved during Step Q1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Priority Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test R: LFC 52/DTC B2692 Passenger Safety Belt Buckle Switch Circuit Fault

Normal Operation

The restraints control module (RCM) checks the passenger safety belt buckle switch circuits for faults. If the RCM detects an open circuit or a short to voltage fault, it will store diagnostic trouble code (DTC) B2692 in memory and flash lamp fault code (LFC) 52 (or higher priority code if one exists) on the air bag indicator.

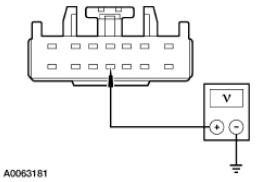
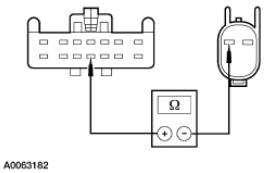
Possible Causes

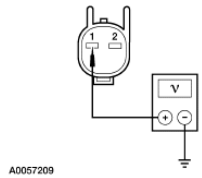
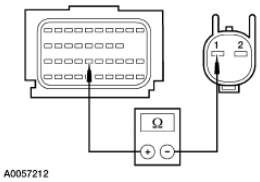
A passenger safety belt buckle switch short to battery fault can be caused by:

- wiring, terminals, or connectors.
- a faulty passenger safety belt buckle switch.
- a faulty RCM.

PINPOINT TEST R: LFC 52/DTC B2692 PASSENGER SAFETY BELT BUCKLE SWITCH CIRCUIT FAULT

Test Step	Result / Action to Take
R1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2692 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to R2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to R7 .
R2 CHECK CIRCUIT 8-JA55 (WH/BK) FOR A SHORT TO BATTERY BETWEEN THE RCM AND PASSENGER SEAT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before**	**Yes** GO to R3 . **No** REPAIR circuit 8-JA55 (WH/BK). GO to R6 .

operating the vehicle over the road. NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the passenger seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in OFF position. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between passenger seat C313 pin 11, circuit 8-JA55 (WH/BK), harness side and ground.  • **Is the voltage less than 0.2 volt?**	
R3 CHECK CIRCUIT 8-JA55 (WH/BK) FOR A OPEN BETWEEN THE PASSENGER SAFETY BELT BUCKLE SWITCH AND RCM	
• Disconnect: Passenger Safety Belt Buckle Switch C3066. • Key in ON position. • Measure the resistance between passenger safety belt buckle switch C3066 pin 1, circuit 8-JA55 (WH/BK), harness side and seat harness C313 pin 11, circuit 8-JA55 (WH/BK).  • **Is the resistance less than 0.5 ohm?**	**Yes** GO to R4 . **No** REPAIR circuit 8-JA55 (WH/BK). GO to R8 .
R4 CHECK CIRCUIT 8-JA55 (WH/BK) FOR A SHORT TO BATTERY BETWEEN THE PASSENGER SAFETY BELT BUCKLE AND RCM	
• Key in OFF position. • Position the passenger seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Passenger Seat Connectors. • Disconnect: Passenger Safety Belt Buckle Switch C3066. • Key in ON position. • Measure the voltage between passenger safety belt buckle switch C3066 pin 1, circuit 8-JA55 (WH/BK), harness side and ground.	**Yes** GO to R5 . **No** REPAIR circuit 8-JA55 (WH/BK). GO to R8 .

 A0057209 • **Is the voltage less than 0.2 volt?**	
R5 CHECK CIRCUIT 8-JA55 (WH/BK) FOR AN OPEN BETWEEN THE PASSENGER SAFETY BELT BUCKLE SWITCH AND RCM	
• Key in OFF position. • Measure the voltage between passenger safety belt buckle switch C3066 pin 1, circuit 8-JA55 (WH/BK), harness side and RCM C310b pin 26, circuit 8-JA55 (WH/BK).  A0057212 • **Is the voltage less than 0.2 volt?**	**Yes** GO to R6 . **No** REPAIR circuit 8-JA55 (WH/BK). GO to R8 .
R6 CONFIRM RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Connect: RCM C310b. • Connect: Passenger Safety Belt Buckle Switch C3066. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2692 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) . GO to R8 . **No** Fault corrected. GO to R8 .
R7 CHECK FOR AN INTERMITTENT FAULT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.** **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the**	**Yes** GO to R2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to R8 .

vehicle over the road. NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC B2692 retrieved during the on-demand self test?**	
R8 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step R1. • **Were any continuous DTCs retrieved during Step R1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Priority Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test S: LFC 15/DTC C1414 Incorrect Vehicle ID

Normal Operation

The RCM monitors the communication condition and circuits of the OCS sensor for an embedded vehicle I.D. If the RCM detects an unexpected condition or code from the OCS, it will store diagnostic trouble code (DTC) C1414 in memory and flash lamp fault code (LFC) 15 (or higher priority code if one exists) on the air bag indicator.

Possible Causes

An incorrect vehicle identification code can be caused by:

- incorrect RCM for vehicle.
- incorrect OCS system for vehicle.
- wiring, terminals, or connectors.

PINPOINT TEST S: LFC 15/DTC C1414 INCORRECT VEHICLE ID

Test Step	Result / Action to Take
S1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1414 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and the DTC is no longer retrieved during the on-demand self test. GO to S2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to S5 .
S2 CHECK OCS PART NUMBER	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment.** **NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.** **NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system,	**Yes** GO to S3 . **No** INSTALL a new OCS with the correct part number. REFER to Occupant Classification Sensor in this section. GO to S6 .

the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Check the part number on the OCS against the part number listed in the master parts catalog. • **Did the part number on the OCS match the part number listed in the master parts catalog?**	
S3 CHECK RCM PART NUMBER	
• Check the part number on the RCM against the part number listed in the master parts catalog. • **Did the part number on the RCM match the part number listed in the master parts catalog?**	**Yes** GO to S4 . **No** INSTALL a new RCM with the correct part number. REFER to Restraints Control Module (RCM) in this section. GO to S6 .
S4 CONFIRM THE RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was the DTC C1414 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. GO to S5 . **No** Fault corrected. GO to S5 .
S5 CHECK FOR INTERMITTENT FAULTS	
• Enter the following diagnostic mode on the diagnostic tool: Clear continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • Enter the following diagnostic mode on the diagnostic tool: Retrieve continuous DTCs. • Refer to the continuous DTCs recorded during Step S1. • **Was DTC C1414 retrieved?**	**Yes** INSTALL new RCM. GO to S2 . **No** Fault corrected. GO to S6 .
S6 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step S1. • **Were any continuous DTCs retrieved during Step S1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction.

	No RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test T: LFC 49/DTC C1947 Seat Track Position Sensor Circuit Short To Ground

Normal Operation

The restraints control module (RCM) monitors the driver seat track position sensor circuits. If the RCM detects a short to ground, it will store diagnostic trouble code (DTC) C1947 in memory and flash lamp fault code (LFC) 49 (or higher priority code if one exists) on the air bag indicator.

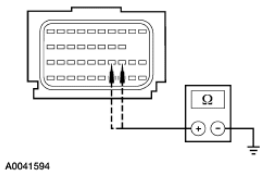
Possible Causes

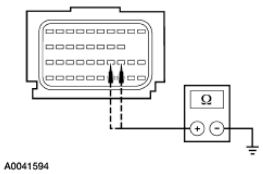
A driver seat track position sensor short to ground fault can be caused by:

- damaged wiring, terminals, or connectors.
- a faulty driver seat track position sensor.
- a faulted RCM.

PINPOINT TEST T: LFC 49/DTC C1947 SEAT TRACK POSITION SENSOR CIRCUIT SHORT TO GROUND

Test Step	Result / Action to Take
T1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1947 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to T2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to T5 .
T2 CHECK CIRCUIT 7-JA53 (YE/RD) AND CIRCUIT 9-JA53 (BN/RD) FOR A SHORT TO GROUND BETWEEN THE RCM AND THE DRIVER SEAT	

⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the driver seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in OFF position. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 23, circuit 7-JA53 (YE/RD), harness side and ground; and between pin 24, circuit 9-JA53 (BN/RD), harness side and ground.  • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to T3 . **No** REPAIR circuit 7-JA53 (YE/RD) or circuit 9-JA53 (BN/RD). GO to T6 .
T3 CHECK CIRCUIT 7-JA53 (YE/RD) AND CIRCUIT 9-JA53 (BN/RD) FOR A SHORT TO GROUND	

• Position the driver seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Driver Seat Connectors. • Measure the resistance between RCM C310b pin 23, circuit 7-JA53 (YE/RD), harness side and ground; and between pin 24, circuit 9-JA53 (BN/RD), harness side and ground.  • **Are the resistances greater than 1,000,000 ohms?**	**Yes** GO to T4 . **No** REPAIR circuit 7-JA53 (YE/RD) or circuit 9-JA53 (BN/RD). GO to T7 .
T4 CHECK THE SEAT TRACK POSITION SENSOR	
• Connect: RCM C310b. • Install a known good seat track position sensor. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1947 retrieved during the on-demand self test?**	**Yes** GO to T5 . **No** Fault corrected. GO to T7 .
T5 CONFIRM THE RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Reinstall the original seat track position sensor. • Connect: Seat Track Position Sensor C3207. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self-Test. • **Was DTC C1947 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to T7 . **No** Fault corrected. GO to T7 .
T6 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag**	**Yes** GO to T2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to T7 .

deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1947 retrieved during the on-demand self test?**	
T7 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step T1. • **Were any continuous DTCs retrieved during Step T1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test U: LFC 49/DTC C1948 Seat Track Position Sensor Circuit Resistance Out Of Range

NOTE: Due to the seat track position sensor being a hall-effect type sensor, this pinpoint test will be diagnosing a current out of range fault instead of the current DTC definition for a resistance out of range fault.

Normal Operation

The restraints control module (RCM) monitors the driver seat track position sensor circuits. If the RCM detects a current out of range condition, it will store diagnostic trouble code (DTC) C1948 in memory and flash lamp fault code (LFC) 49 (or higher priority code if one exists) on the air bag indicator.

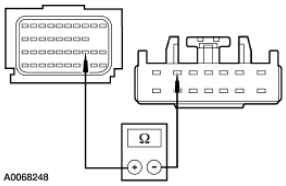
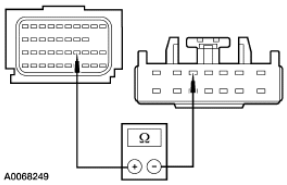
Possible Causes

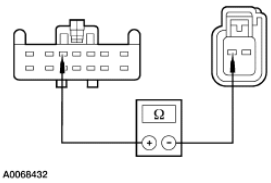
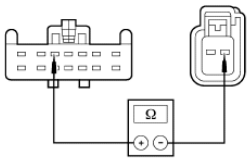
A seat track sensor circuit resistance out of range fault can be caused by:

- damaged wiring, terminals, or connectors.
- a faulty driver seat track position sensor.
- a faulted RCM.

PINPOINT TEST U: LFC 49/DTC C1948 SEAT TRACK POSITION SENSOR CIRCUIT RESISTANCE OUT OF RANGE

Test Step	Result / Action to Take
U1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1948 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to U2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to U8 .
U2 CHECK CIRCUIT 7-JA53 (YE/RD) FOR AN OPEN	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING:**	**Yes** GO to U3 . **No** REPAIR circuit 7-JA53 (YE/RD). GO to U9 .

Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the driver seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Key in OFF position. • Disconnect: RCM C310b. • Measure the resistance between RCM C310b pin 23, circuit 7-JA53 (YE/RD), harness side and driver seat C315 pin 2, circuit 7-JA53 (YE/RD), harness side.  • **Is the resistance less than 0.5 ohm?**	
U3 CHECK CIRCUIT 9-JA53 (BN/RD) FOR AN OPEN	
• Measure the resistance between RCM C310b pin 24, circuit 9-JA53 (BN/RD), harness side and driver seat C315 pin 3, circuit 9-JA53 (BN/RD), harness side.  • **Is the resistance less than 0.5 ohm?**	**Yes** GO to U4 . **No** REPAIR circuit 9-JA53 (BN/RD). GO to U9 .
U4 CHECK CIRCUIT 7-JA53 (YE/RD) FOR AN OPEN	
• Disconnect: Seat Track Position Sensor C3207. • Measure the resistance between seat track position sensor C3207 pin 2, circuit 7-JA53 (YE/RD), harness side and driver seat C315 pin 2, circuit 7-JA53 (YE/RD), harness side.	**Yes** GO to U5 . **No** REPAIR circuit 7-JA53 (YE/RD). GO to U9 .

 A0068432 • **Is the resistance less than 0.5 ohm?**	
U5 CHECK CIRCUIT 9-JA53 (BN/RD) FOR AN OPEN	
• Measure the resistance between seat track position sensor C3207 pin 3, circuit 9-JA53 (BN/RD), harness side and driver seat C315 pin 1, circuit 9-JA53 (BN/RD), harness side.  A0068433 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to U6 . **No** REPAIR circuit 7-JA53 (YE/RD). GO to U9 .
U6 CHECK THE SEAT TRACK POSITION SENSOR	
• Connect: RCM C310b. • Install a known good seat track position sensor. • Connect: Seat Track Position Sensor C3207. • Position the driver seat in the vehicle. Do not reactivate the system at this time. • Connect: Driver Seat Connectors. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1948 retrieved during the on-demand self test?**	**Yes** GO to U7 . **No** Fault corrected. GO to U9 .
U7 CONFIRM THE RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Reinstall the original seat track position sensor. • Connect: Seat Track Position Sensor C3207. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1948 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Restraints Control Module (RCM) in this section. GO to U9 . **No** Fault corrected. GO to U9 .
U8 CHECK FOR AN INTERMITTENT FAULT	
⚠ **WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.**	**Yes** GO to U2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the

The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1948 retrieved during the on-demand self test?**	hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to U9 .
U9 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step U1. • **Were any continuous DTCs retrieved during Step U1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner

	Supplemental Restraint System (SRS) . CLEAR all DTCs.

Pinpoint Test V: LFC 49/DTC C1981 Seat Track Position Sensor Circuit Fault

Normal Operation

The restraints control module (RCM) monitors the driver seat track position sensor circuits. If the RCM detects an open or short to battery, it will store diagnostic trouble code (DTC) C1981 in memory and flash lamp fault code (LFC) 49 (or higher priority code if one exists) on the air bag indicator.

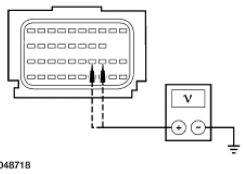
Possible Causes

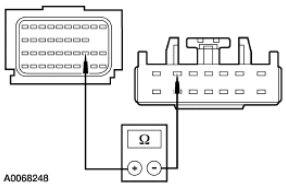
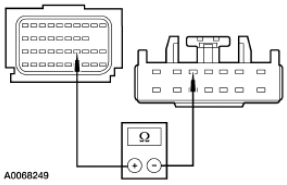
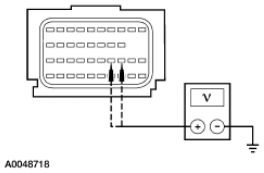
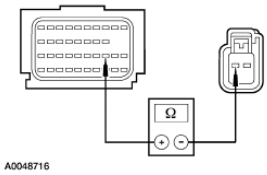
A driver seat track position sensor open circuit or short to battery fault can be caused by:

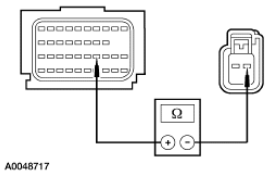
- damaged wiring, terminals, or connectors.
- a faulty seat track position sensor.
- a faulted RCM.

PINPOINT TEST V: LFC 49/DTC C1981 SEAT TRACK POSITION SENSOR CIRCUIT FAULT

Test Step	Result / Action to Take
V1 CHECK FOR A HARD OR INTERMITTENT DTC	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve/Record Continuous DTCs. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1981 retrieved during the on-demand self test?**	**Yes** This is a hard fault. The fault condition is still present. This fault cannot be cleared until it is corrected and DTC is no longer retrieved during the on-demand self test. GO to V2 . **No** This is an intermittent fault. The fault condition is not present at this time. GO to V10 .
V2 CHECK CIRCUIT 7-JA53 (YE/RD) AND CIRCUIT 9-JA53 (BN/RD) FOR A SHORT TO VOLTAGE	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the**	**Yes** GO to V3 . **No** REPAIR circuit 7-JA53 (YE/RD) or circuit 9-JA53 (BN/RD). GO to V11 .

connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system and remove the driver seat. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Disconnect: RCM C310b. • Key in ON position. • Measure the voltage between RCM C310b pin 23, circuit 7-JA53 (YE/RD), harness side and ground, and between pin 24, circuit 9-JA53 (BN/RD), harness side and ground.  • **Are the voltages less than 0.2 volt?**	
V3 CHECK CIRCUIT 7-JA53 (YE/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between RCM C310b pin 23, circuit 7-JA53 (YE/RD), harness side and driver seat C315 pin 2, circuit 7-JA53 (YE/RD), body harness side.	**Yes** GO to V4 . **No** REPAIR circuit 7-JA53 (YE/RD). GO to V11 .

 A0068248 • **Is the resistance less than 0.5 ohm?**	
V4 CHECK CIRCUIT 9-JA53 (BN/RD) FOR AN OPEN	
• Measure the resistance between RCM C310b pin 24, circuit 9-JA53 (BN/RD), harness side and driver seat C315 pin 3, 9-JA53 (BN/RD), body harness side.  A0068249 • **Is the resistance less than 0.5 ohm?**	**Yes** GO to V5 . **No** REPAIR circuit 9-JA53 (BN/RD). GO to V11 .
V5 CHECK CIRCUIT 7-JA53 (YE/RD) AND CIRCUIT 9-JA53 (BN/RD) FOR A SHORT TO VOLTAGE	
• Disconnect: Driver Seat Position Sensor C3207. • Position the driver seat in the vehicle. **Do not** reactivate the system at this time. • Connect: Driver Seat Connectors. • Key in ON position. • Measure the voltage between RCM C310b pin 23, circuit 7-JA53 (YE/RD), harness side and ground, and between pin 24, circuit 9-JA53 (BN/RD), harness side and ground.  A0048718 • **Are the voltages less than 0.2 volt?**	**Yes** GO to V6 . **No** REPAIR circuit 7-JA53 (YE/RD) or circuit 9-JA53 (BN/RD). GO to V11 .
V6 CHECK CIRCUIT 7-JA53 (YE/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between RCM C310b pin 23, circuit 7-JA53 (YE/RD), harness side and driver seat C3207 pin 2, circuit 7-JA53 (YE/RD), harness side.  A0048716	**Yes** GO to V7 . **No** REPAIR circuit 7-JA53 (YE/RD). GO to V11 .

• **Is the resistance less than 0.5 ohm?**	
V7 CHECK CIRCUIT 9-JA53 (BN/RD) FOR AN OPEN	
• Measure the resistance between RCM C310b pin 24, circuit 9-JA53 (BN/RD), harness side and driver seat C3207 pin 1, circuit 9-JA53 (BN/RD), harness side.  • **Is the resistance less than 0.5 ohm?**	**Yes** GO to V8 . **No** REPAIR circuit 9-JA53 (BN/RD). GO to V11 .
V8 CHECK THE SEAT TRACK POSITION SENSOR	
• Connect: RCM C310b. • Install a known good seat track position sensor. • Connect: Seat Track Position Sensor C3207. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1981 retrieved during the on-demand self test?**	**Yes** GO to V9 . **No** Fault corrected. GO to V11 .
V9 CONFIRM THE RCM FAULT	
NOTE: Make sure all restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Key in OFF position. • Install the original seat track position sensor. • Connect: Seat Track Position Sensor C3207. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1981 retrieved during the on-demand self test?**	**Yes** INSTALL a new RCM. REFER to Driver Air Bag Module in this section. GO to V11 . **No** Fault corrected. GO to V11 .
V10 CHECK FOR AN INTERMITTENT FAULT	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical**	**Yes** GO to V2 . **No** CHECK for causes of the intermittent fault. ATTEMPT to recreate the hard fault by flexing the wire harness and cycling the ignition key frequently. REPAIR any intermittent concerns found. GO to V11 .

connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion in this section. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Was DTC C1981 retrieved during the on-demand self test?**	
V11 CHECK FOR ADDITIONAL DTCs	
• Refer to the continuous DTCs recorded during Step V1. • **Were any continuous DTCs retrieved during Step V1?**	**Yes** Do not clear any DTCs until all DTCs have been resolved. GO to the Restraints Control Module (RCM) Diagnostic Trouble Code (DTC) Table in this section for pinpoint test direction. **No** RECONNECT the system. REACTIVATE the system. PROVE OUT the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. CLEAR all DTCs.

Pinpoint Test W: No Communication With The Restraints Control Module (RCM)

Normal Operation

The scan tool communicates with the restraints control module (RCM) monitors through the data link connector (DLC) C251 pin 7, 4-EE10 (GY/BK).

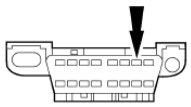
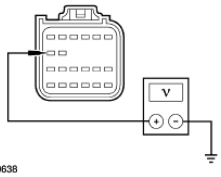
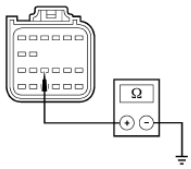
Possible Causes

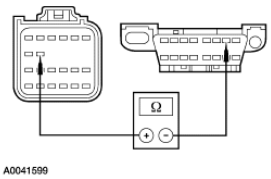
A no communication fault with the RCM can be caused by:

- damaged wiring, terminals, or connectors.
- a faulty data link connector (DLC).
- a faulted RCM.

PINPOINT TEST W: NO COMMUNICATION WITH THE RESTRAINTS CONTROL MODULE (RCM)

Test Step	Result / Action to Take
W1 CHECK THE RCM C310a PIN 11 FOR DAMAGE	
⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury. ⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury. ⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury. ⚠ WARNING: Never probe the electrical connector on a side air curtain module. Doing so can result in side air curtain deployment. NOTE:** Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road. NOTE:** After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road. NOTE:** The SRS must be fully operational and free of faults before releasing the vehicle to the customer. • Key in OFF position. • Deactivate the system. Refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section. • Disconnect: RCM C310a.	**Yes** GO to W2 . **No** REPAIR RCM C310a or RCM C310a pin 11 as necessary. RETEST the communication to the RCM. REACTIVATE the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

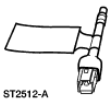
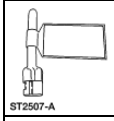
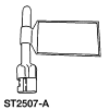
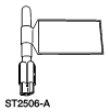
• Inspect the RCM C310a, harness side and RCM C310a, component side, pin 11 for damage. • **Are RCM C310a and RCM C310a pin 11 OK?**	
W2 CHECK THE DLC C251 PIN 7 FOR DAMAGE	
• Inspect the DLC C251 and DLC C251 pin 7 for damage.  A0030459 • **Are DLC C251 and DLC C251 pin 7 OK?**	**Yes** GO to W3 . **No** REPAIR DLC C251 or DLC C251 pin 7 as necessary. RETEST the communication to the RCM. REACTIVATE the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.
W3 CHECK THE IGNITION CIRCUIT 15-JA10A (GN/OG) FOR AN OPEN	
• Key in ON position. • Measure the voltage between RCM C310a pin 12, circuit 15-JA10A (GN/OG), harness side and ground.  A0039638 • **Is the voltage greater than 10 volts?**	**Yes** GO to W4 . **No** REPAIR circuit 15-JA10A (GN/OG). RETEST the communication to the RCM. REACTIVATE the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.
W4 CHECK THE GROUND CIRCUIT 31-JA10 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between RCM C310a pin 16, circuit 31-JA10 (BK/RD), harness side and a sheet metal ground near the RCM.  A0039639 • **Is the resistance less than 5 ohms?**	**Yes** GO to W5 . **No** REPAIR circuit 31-JA10 (BK/RD). RETEST the communication to the RCM. REACTIVATE the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.
W5 CHECK CIRCUIT 4-EE1 (GY/RD) AND 4-EE10 (GY/BK) FOR AN OPEN	

• Measure the resistance between RCM C310a pin 11, circuit 4-EE1 (GY/RD), harness side and the DLC C251 pin 7, circuit 4-EE10 (GY/BK), harness side.  A0041599 • **Is the resistance less than 5 ohms?**	**Yes** GO to W6 . **No** REPAIR circuit 4-EE1 (GY/RD) or circuit 4-EE10 (GY/BK). RETEST the communication to the RCM. REACTIVATE the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.
W6 CONFIRM THE RCM FAULT	
NOTE: Make sure the safety belt pretensioner restraint system diagnostic tools, sensor electrical connectors, and the RCM electrical connector are connected before carrying out the on-demand self test. If not, erroneous DTCs will be recorded. • Connect: RCM C310a. • Enter the following diagnostic mode on the diagnostic tool: On-Demand Self Test. • **Did the scan tool communicate with the RCM?**	**Yes** Fault corrected. REACTIVATE the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section. **No** INSTALL a new RCM. RETEST the communication to the RCM. REACTIVATE the system. REFER to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

Supplemental Restraint System (SRS) Deactivation and Reactivation

Printable View (636 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133 (014-R1076)
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Deactivation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Vehicle sensor orientation is critical for proper system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) is involved in a collision, inspect the sensor mounting bracket and wiring pigtail for deformation. Replace and properly position the sensor or any other damaged supplemental restraint system (SRS) components whether or not the air bag is deployed.

⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

NOTE: If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.**

NOTE: Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

All vehicles

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

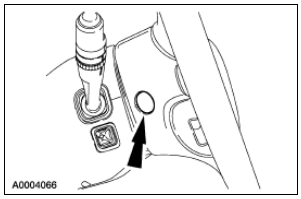
   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

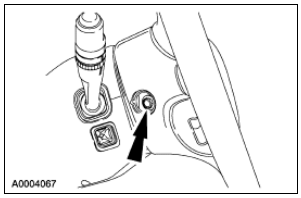
   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

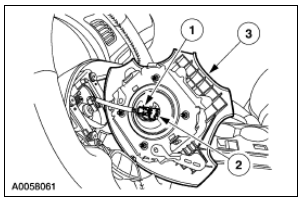
2. Remove the two steering wheel plugs (one shown).



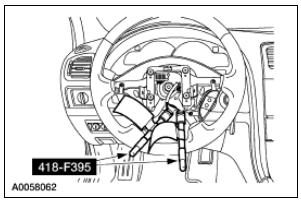
3. Remove the two driver air bag module bolts (one shown).



4. Disconnect and remove the driver air bag module.
    1. Squeeze the tabs and disconnect the driver air bag module electrical connector.
    2. Squeeze the tabs and disconnect the driver air bag module electrical connector.
    3. Remove the driver air bag module.



5. Attach the restraint system diagnostic tools to the clockspring electrical connectors at the top of the steering column.

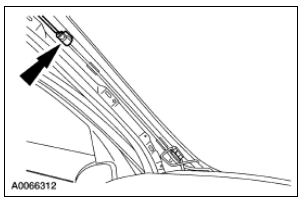


Vehicles with side air curtains

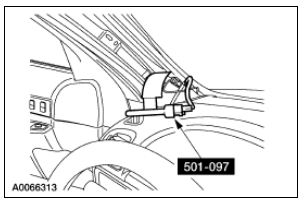
NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

6. Remove the A-pillar trim panel. For additional information, refer to Section 501-01 .

7. Disconnect the driver side air curtain module electrical connector.



8. Attach the restraint system diagnostic tool to the vehicle harness side of the driver side air curtain module electrical connector.



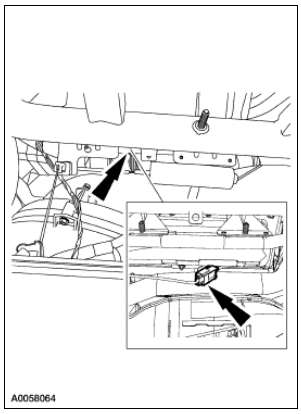
All vehicles

9. Remove the glove compartment. For additional information, refer to Section 501-01 .

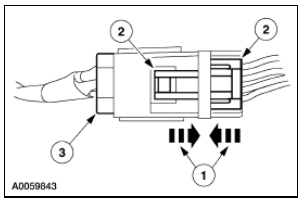
10. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

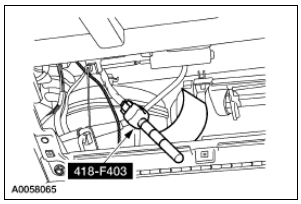
    Locate the passenger air bag module electrical connector.



11. Disconnect the passenger air bag module.
    1. Push the passenger air bag module electrical connector together.
    2. Push down, pivoting the electrical connector and release the electrical connector retainer.
    3. Pull out, disconnecting the vehicle harness end of the connector from the component end.



12. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger air bag module electrical connector.

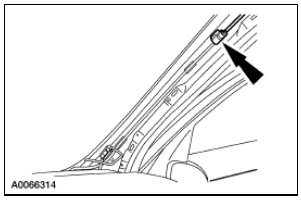


Vehicles with side air curtains

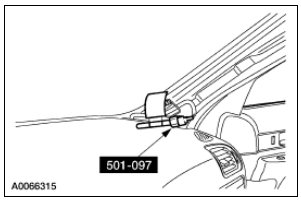
NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

13. Remove the A-pillar trim panel. For additional information, refer to Section 501-01

14. Disconnect the passenger side air curtain module electrical connector.



15. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger side air curtain module electrical connector.



All vehicles

16. Connect the battery ground cable. For additional information, refer to Section 414-00 .

17. Move and tilt the front seats to their highest and most forward position.

18. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

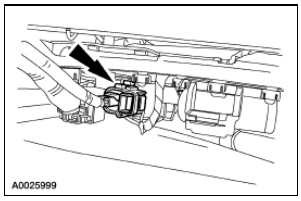
    The first row side impact sensors are located at or near the base of the B-pillars.

    The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

    To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

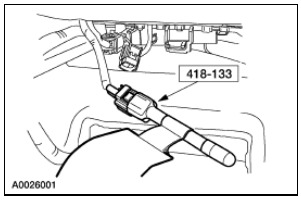
    Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

19. From under the passenger seat, release the tab and disconnect the passenger seat side air bag or passenger seat side thorax air bag electrical connector.



Vehicles without side air curtains

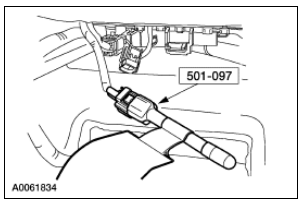
20. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger seat side air bag electrical connector.



Vehicles with side air curtains

NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

21. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger seat side thorax air bag electrical connector.

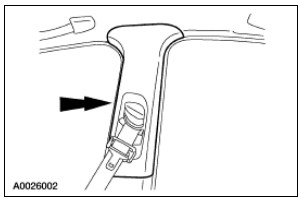


All vehicles

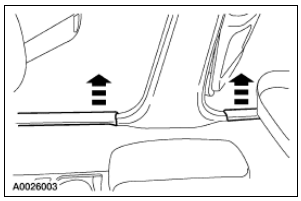
22. Remove the passenger side B-pillar weatherstripping.

23. Position the passenger side safety belt shoulder height adjuster to its highest point.

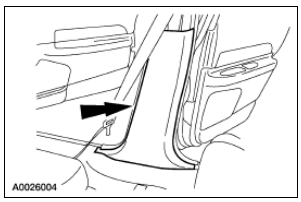
24. Detach the passenger side B-pillar trim panel.



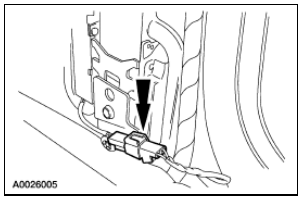
25. Remove the passenger side front and rear door scuff plates.



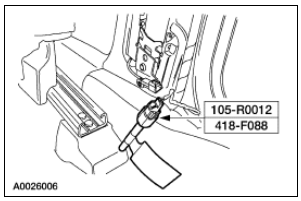
26. Remove the passenger side B-pillar lower trim panel.



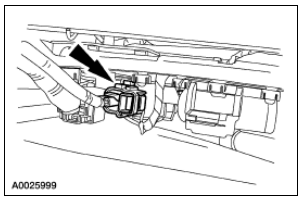
27. Disconnect the passenger side safety belt retractor pretensioner electrical connector.



28. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.

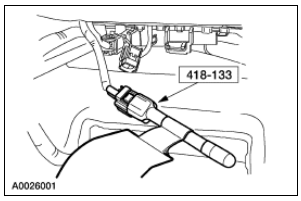


29. From under the driver seat, release the tab and disconnect the driver seat side air bag or driver seat side thorax air bag electrical connector.



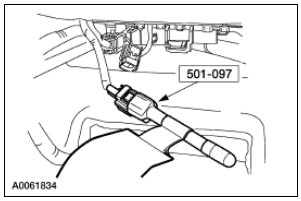
Vehicles without side air curtains

30. Attach the restraint system diagnostic tool to the vehicle harness side of the driver seat side air bag electrical connector.



Vehicles with side air curtains

31. Attach the restraint system diagnostic tool to the vehicle harness side of the driver seat side thorax air bag electrical connector.

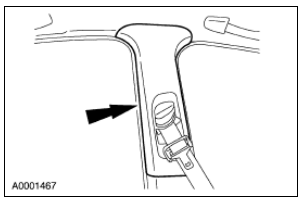


All vehicles

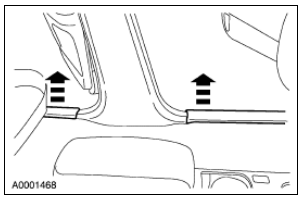
32. Remove the driver side B-pillar weatherstripping.

33. Position the driver side safety belt shoulder height adjuster to its highest point.

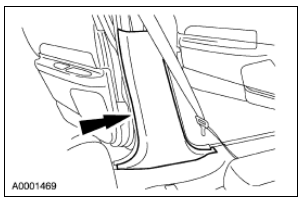
34. Detach the driver side B-pillar upper trim panel.



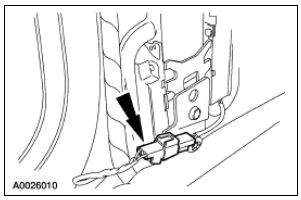
35. Remove the driver side front and rear door scuff plate.



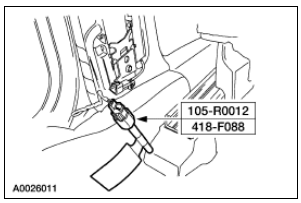
36. Remove the driver side B-pillar trim panel.



37. Disconnect the driver side safety belt retractor pretensioner electrical connector.



38. Attach the restraint system diagnostic tool to the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.



39. Connect the battery ground cable. For additional information, refer to Section 414-00 .

40. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B .

41. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Reactivation

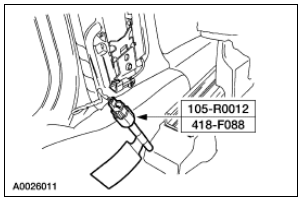
⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions,

and notes at the beginning of the deactivation procedure.

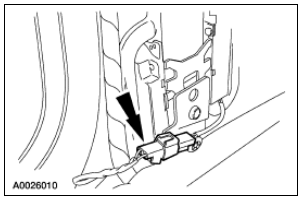
All vehicles

1. **NOTE:** Make sure the battery negative cable is still disconnected before proceeding with the reactivation procedure.

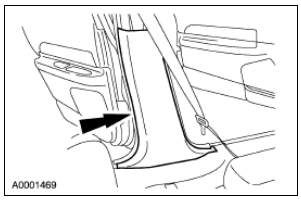
   Remove the restraint system diagnostic tool from the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.



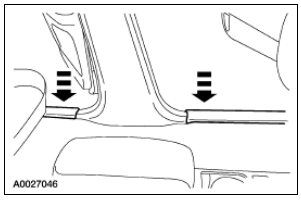
2. Connect the driver side safety belt retractor pretensioner electrical connector.



3. Install the driver side B-pillar lower trim panel.

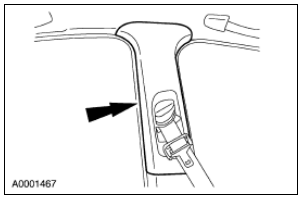


4. Install the driver side front and rear door scuff plates.



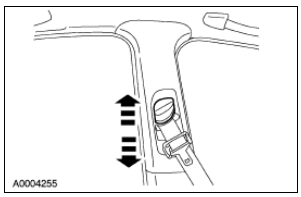
5. **NOTE:** Position the driver side safety belt shoulder height adjuster and B-pillar trim panel sliding panel to their highest point.

   Install the driver side B-pillar upper trim panel.



6. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks

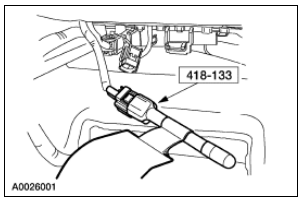
correctly in each position.



7. Install the driver side B-pillar weatherstripping.

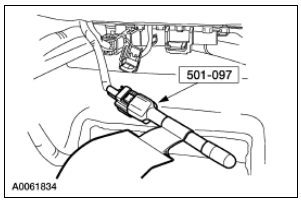
Vehicles without side air curtains

8. Remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side air bag electrical connector.



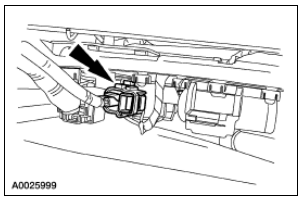
Vehicles with side air curtains

9. Remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side thorax air bag electrical connector.

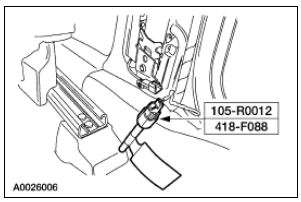


All vehicles

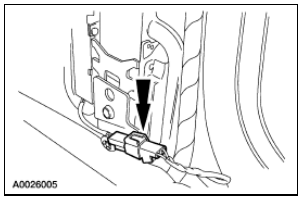
10. Connect the driver seat side air bag or driver seat side thorax air bag electrical connector.



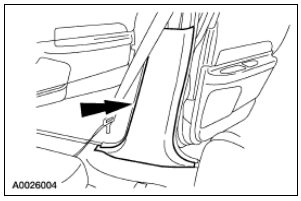
11. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.



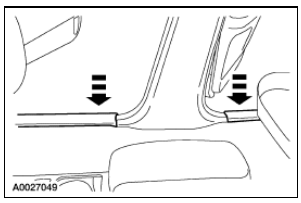
12. Connect the passenger side safety belt retractor pretensioner electrical connector.



13. Install the passenger side B-pillar lower trim panel.

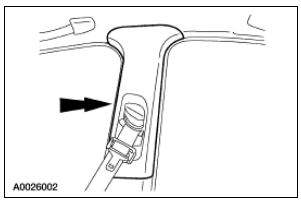


14. Install the passenger side front and rear door scuff plates.

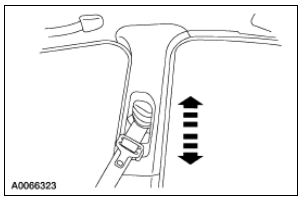


15. **NOTE:** Position the driver side safety belt shoulder height adjuster and B-pillar trim panel sliding panel to their highest point.

    Install the passenger side B-pillar upper trim panel.



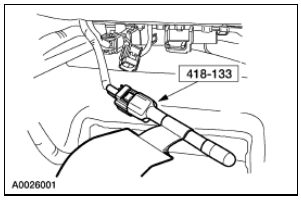
16. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks correctly in each position.



17. Install the passenger side B-pillar weatherstripping.

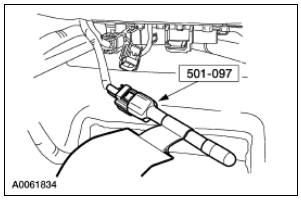
Vehicles without side air curtains

18. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger seat side air bag electrical connector.



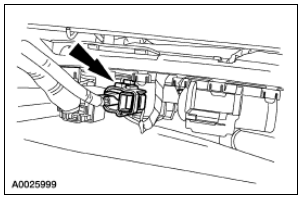
Vehicles with side air curtains

19. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger seat side thorax air bag electrical connector.



All vehicles

20. Connect the passenger seat side air bag or passenger seat side thorax air bag electrical connector.



21. Connect the battery ground cable. For additional information, refer to Section 414-00 .

22. Position the front seats rearward.

23. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

    The first row side impact sensors are located at or near the base of the B-pillars.

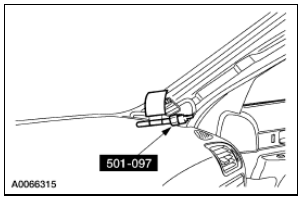
    The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

    To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

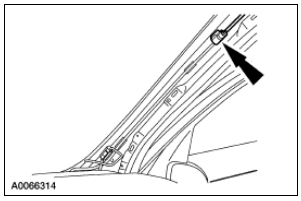
    Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Vehicles with side air curtains

24. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger side air curtain module electrical connector.



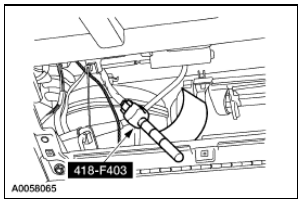
25. Connect the passenger side air curtain module electrical connector.



26. Install the A-pillar trim panel. For additional information, refer to Section 501-01 .

All vehicles

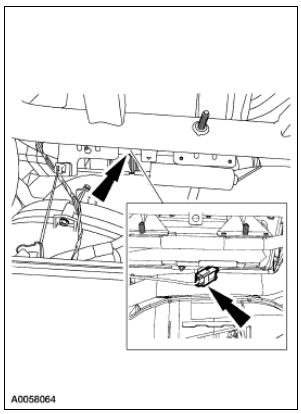
27. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger air bag module electrical connector.



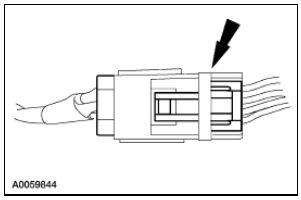
28. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

    Locate the passenger air bag module electrical connector.



29. Connect the passenger air bag module.

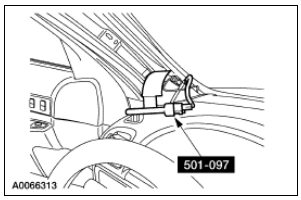


30. Install the glove compartment. For additional information, refer to Section 501-01 .

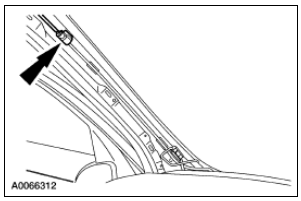
Vehicles with side air curtains

NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

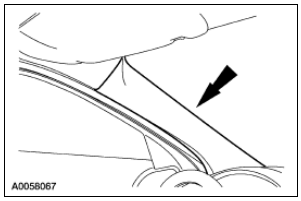
31. Remove the restraint system diagnostic tool from the vehicle harness side of the driver side air curtain module electrical connector.



32. Connect the driver side air curtain module electrical connector.

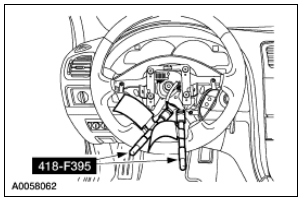


33. Install the A-pillar trim panel. For additional information, refer to Section 501-01 .



All vehicles

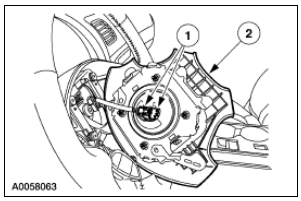
34. Remove the restraint system diagnostic tools from the clockspring electrical connectors at the top of the steering column.



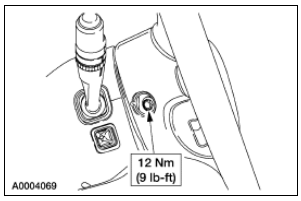
35. ⚠ **CAUTION: The clockspring electrical connectors are unique and cannot be reversed when connected to the driver air bag module. Match the electrical connector key to the keyway in the driver air bag module. Do not force the electrical connectors into the driver air bag module.**

Connect and position the driver air bag module.

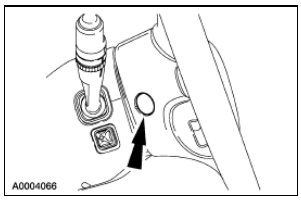
1. Connect the driver air bag module electrical connectors.
2. Position the driver air bag module to the steering wheel.



36. Install the two driver air bag module bolts (one shown).



37. Install the two steering wheel plugs (one shown).



38. Connect the battery ground cable. For additional information, refer to Section 414-00 .

39. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B .

40. Check the active restraint system for correct operation. For additional information, refer to Section 501-20A .

Inspection and Repair After a Supplemental Restraint System (SRS) Deployment

Printable View (11 KB)

⚠ WARNING: If the supplemental restraint system (SRS) is being serviced, the system must be deactivated and restraint system diagnostic tools must be installed. For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

The air bag restraint system diagnostic tools must be removed and the air bag modules reconnected when the system is reactivated to avoid non-deployment in a collision, resulting in possible personal injury.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

1. When any deployable device (driver air bag, passenger air bag, seat side air bag, safety belt pretensioner, etc.) or combination of devices are deployed and/or the RCM has the DTC B1231 (Crash Data Memory Full) in memory, the repair of the vehicle's supplemental restraint system (SRS) is to include the removal of all deployed devices and the installation of new deployable devices, the removal and installation of new impact sensors, and the removal and installation of a new RCM.

2. When any damage to the impact sensor mounting points or mounting hardware has occurred, repair or install new mounting points and mounting hardware as needed.

3. When the driver air bag module has deployed a new clockspring must be installed.

4. Inspect the entire vehicle for damage, including the following components:
   - steering column.
   - instrument panel knee bolsters and mounting points.
   - instrument panel braces and brackets.
   - instrument panel and mounting points.
   - seats and seat mounting points.
   - safety belts, safety belt buckles, and safety belt retractors. For additional information, refer to Section 501-20A .
   - supplemental restraint system (SRS) wiring, wiring harnesses, and connectors.

5. After carrying out the review and inspection of the entire vehicle for damage, repair or install new components as needed.

Air Bag Disposal Deployed

Printable View (9 KB)

1. **WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.**

   Dispose of the deployed air bag modules and safety belt pretensioners in the same manner as any other part to be scrapped.

Air Bag Disposal Undeployed Inoperative

Printable View (39 KB)

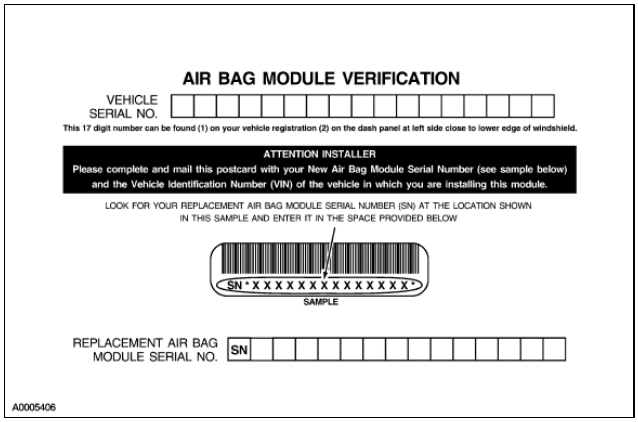
⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover or deployment door pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

NOTE: All inoperative air bag modules and safety belt pretensioners have been placed on the Mandatory Return List. All discolored or damaged air bag modules must be treated the same as any inoperative live air bag being returned.

1. Remove the inoperative component from the vehicle. For additional information, refer to the appropriate air bag procedure in this section.



2. **NOTE:** When installing a new air bag module, a prepaid return postcard is provided with the replacement air bag module. The serial number for the new part and the vehicle identification number (VIN) must be recorded and sent to Ford Motor Company.

   If installing a new air bag module, record the necessary information and return the inoperative air bag module to Ford Motor Company.

Air Bag Disposal Driver, Undeployed, Scrapped Vehicle

Printable View (130 KB)

Remote Deployment

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Remote deployment is to be carried out outdoors with all personnel at least 6.1 meters (20 feet) away to ensure personal safety. Due to the loud report which occurs when the air bag is deployed, hearing protection is required.

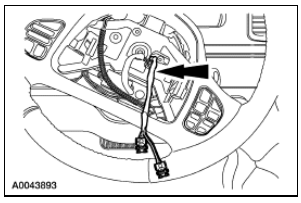
⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

NOTE: A typical driver air bag disposal is shown that is similar for all vehicles.

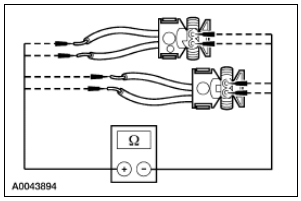
1. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes and instructions in the driver air bag module removal and installation procedure.**

   Remove the driver air bag module from the vehicle. For additional information, refer to Driver Air Bag Module in this section.

2. Cut the clockspring wire harness. Remove the sheathing over the wires.

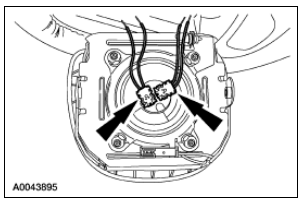


3. Strip the insulation from all four wires. Carry out an ohms check from the stripped end of each wire to the connector end. If any of the four wires reads more than 0.5 ohm use another connector.

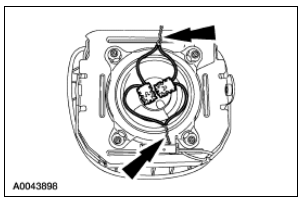


4. ⚠ **CAUTION: The clockspring electrical connectors are unique and cannot be reversed when connected to the driver air bag module. Match the electrical connector key to the keyway in the driver air bag module. Do not force the electrical connectors into the driver air bag module.**

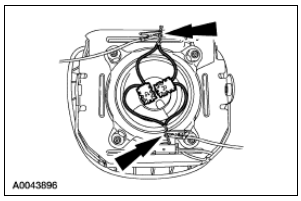
   Match the driver air bag module electrical connector key to the keyway in the driver air bag module. Connect the two driver air bag module electrical connectors to the driver air bag module.



5. Twist together one wire from each pair.



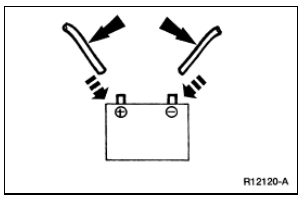
6. Obtain two wires (20 gauge minimum) at least 6.1 meters (20 feet) long and attach one end of each wire to each twisted splice.



7. Place the air bag module on a flat surface in an open outdoor area with the trim cover and air bag facing up.

8. Remain at least 6.1 meters (20 feet) away from the air bag module.

9. Deploy the air bag module by touching the other ends of the two wires to the terminals of a 12-volt battery.



10. To allow for cooling, wait at least ten minutes before approaching the deployed air bag.

11. Dispose of the deployed air bag module in the same manner as any other part to be scrapped.

Air Bag Disposal Passenger, Undeployed, Scrapped Vehicle

Printable View (84 KB)

Remote Deployment

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module or safety belt retractor/pretensioner assembly. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover or deployment door pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Remote deployment is to be carried out outdoors with all personnel at least 6.1 meters (20 feet) away to ensure personal safety. Due to the loud report which occurs when the air bag is deployed, hearing protection is required.

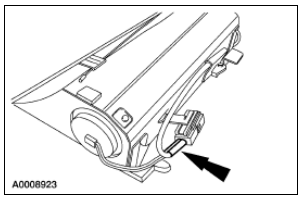
⚠ WARNING: Do not place the driver or passenger air bag module with the trim cover or deployment door facing down, as the forces of the deploying air bag could cause it to ricochet and cause personal injury.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

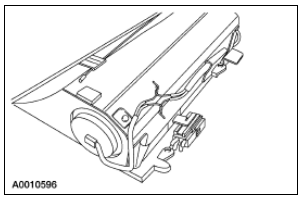
NOTE: A typical passenger air bag disposal is shown that is similar for all vehicles.

1. Remove the passenger air bag from the vehicle. For additional information, refer to Passenger Air Bag Module in this section.

2. Cut and strip all four wires at the air bag electrical connector.

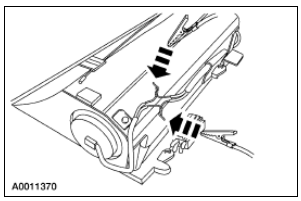


3. Twist together one wire from each pair.



4. Obtain two wires (20 gauge minimum) at least 6.1 meters (20 feet) long and attach one end of each

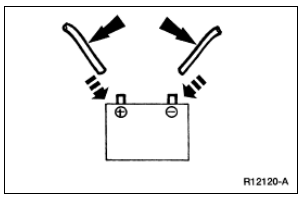
wire to each twisted splice.



5. Place the air bag module on a flat surface in an open outdoor area with the trim cover facing upward.

6. Remain at least 6.1 meters (20 feet) away from the air bag module.

7. Deploy the air bag module by touching the other ends of the two wires to the terminals of a 12-volt battery.



8. To allow for cooling, wait at least ten minutes before approaching the deployed air bag.

9. Dispose of the deployed air bag module in the same manner as any other part to be scrapped.

Air Bag Disposal Side Air Curtain, Undeployed, Scrapped Vehicle

Printable View (46 KB)

Deactivation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Remote deployment is to be carried out outdoors with all personnel at least 6.1 meters (20 feet) away to ensure personal safety. Due to the loud report which occurs when the air bag is deployed, hearing protection is required.

NOTE: A typical side air curtain disposal is shown that is similar for all vehicles.

NOTE: The side air curtain module deployment for a scrapped vehicle will occur in its installed position in the vehicle.

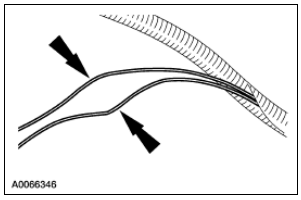
NOTE: The left hand side is shown, the right hand side is similar.

1. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

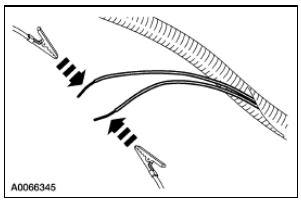
   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

2. Access the side air curtain electrical connector. For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation .

3. Cut and strip the wires near the component side electrical connector.



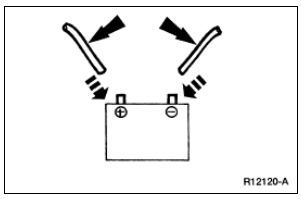
4. Obtain two wires (20 gauge minimum) at least 9.1 meters (30 feet) long and attach one end of each wire to the stripped wires on the side air curtain module.



5. Remain at least 6.1 meters (20 feet) away from the vehicle.

6. Deploy the side air curtain module by touching the other ends of the two wires to the terminals of a

12-volt battery.



7. To allow for cooling, wait at least ten minutes before approaching the deployed side air curtain module.

8. Dispose of the deployed side air curtain module in the same manner as any other part to be scrapped.

Air Bag Disposal Side, Undeployed, Scrapped Vehicle

Printable View (47 KB)

Remote Deployment

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module or safety belt retractor/pretensioner assembly. This will reduce the risk of injury in the event of an accidental deployment.

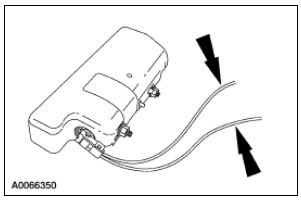
⚠ WARNING: Carry a live air bag module with the air bag and trim cover or deployment door pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Remote deployment is to be carried out outdoors with all personnel at least 6.1 meters (20 feet) away to ensure personal safety. Due to the loud report which occurs when the air bag is deployed, hearing protection is required.

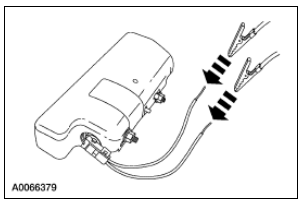
⚠ WARNING: Do not place the side air bag module with the tear seam facing down or the attaching studs facing upward, as the forces of the deploying air bag can cause it to ricochet and cause personal injury.

1. Remove the side air bag from the vehicle. For additional information, refer to Side Air Bag Module in this section.

2. Cut and strip the wires and connect the connector to the air bag module.



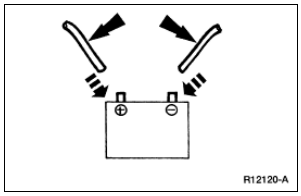
3. Obtain two wires (20 gauge minimum) at least 6.1 meters (20 feet) long and attach one end of each wire to the connector pins on the air bag module.



4. Place the air bag module on a flat surface in an open outdoor area with the tear seam facing upward and the attaching studs facing downward.

5. Remain at least 6.1 meters (20 feet) away from the air bag module.

6. Deploy the side air bag module by touching the other ends of the two wires to the terminals of a 12-volt battery.



7. To allow for cooling, wait at least ten minutes before approaching the deployed air bag.

8. Dispose of the deployed side air bag module in the same manner as any other part to be scrapped.

Safety Belt Pretensioner Disposal Deployed

Printable View (9 KB)

1. **WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.**

   Dispose of the deployed safety belt pretensioner in the same manner as any other part to be scrapped.

Safety Belt Pretensioner Disposal Undeployed, Inoperative

Printable View (10 KB)

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Carry a live safety belt retractor pretensioner or safety belt buckle pretensioner so as to keep fingers and clothing away from moveable parts. This will reduce the risk of injury in the event of an accidental deployment.

NOTE: All inoperative safety belt buckle pretensioners and safety belt retractor pretensioners have been placed on the Mandatory Return List. All damaged safety belt buckle pretensioners and safety belt retractor pretensioners must be treated the same as any inoperative live safety belt buckle pretensioner or safety belt retractor pretensioner being returned.

1. Remove the inoperative safety belt buckle pretensioner or safety belt retractor pretensioner from the vehicle. For additional information, refer to Section 501-20A .

2. Package and return the inoperative safety belt buckle pretensioner or safety belt retractor pretensioner to Ford Motor Company.

Safety Belt Pretensioner Disposal Undeployed, Scrapped Vehicle

Printable View (56 KB)

Remote Deployment

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

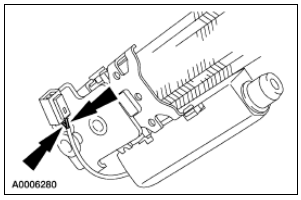
⚠ WARNING: Carry a live safety belt retractor/pretensioner assembly so as to keep fingers and clothing away from moveable parts. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Remote deployment is to be carried out outdoors with all personnel at least 6.1 meters (20 feet) away to ensure personal safety. Due to the loud report which occurs when the safety belt pretensioner is deployed, hearing protection is required.

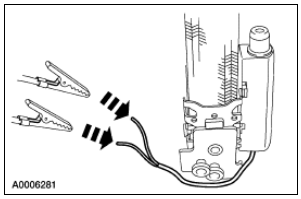
⚠ WARNING: Do not position the safety belt retractor/pretensioner assembly so that moveable parts contact the support surface, as the forces of the deploying pretensioner can cause it to ricochet and cause personal injury.

1. Remove the safety belt retractor/pretensioner assembly from the vehicle. For additional information, refer to Section 501-20A .

2. Cut off the electrical connector and strip 25 mm (1 inch) of insulation off the wires.



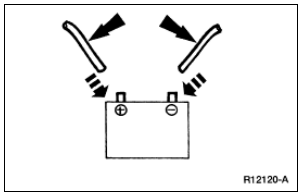
3. Obtain two wires (20 gauge minimum) at least 6.1 meters (20 feet) long and attach one end of each wire to the safety belt pretensioner wires.



4. Position the safety belt retractor/pretensioner assembly on a flat surface in an open outdoor area so that moveable parts do not contact the support surface.

5. Remain at least 6.1 meters (20 feet) away from the safety belt retractor/pretensioner assembly.

6. Deploy the safety belt pretensioner by touching the other ends of the two wires to the terminals of a 12-volt battery.



7. To allow for cooling, wait at least ten minutes before approaching the deployed safety belt pretensioner retractor/pretensioner assembly.

8. Dispose of the deployed safety belt retractor/pretensioner assembly in the same manner as any other part to be scrapped.

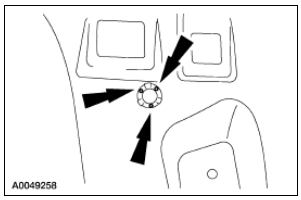
Weld Nut Repair Missing Weld Nut Printable View (50 KB)

⚠ CAUTION: Installing a J-nut in place of a weld nut is not a recommended repair.

NOTE: C-pillar repair shown, others similar.

1. Remove the component from where the weld nut is to be repaired. Refer to the appropriate removal and installation procedure in this section.

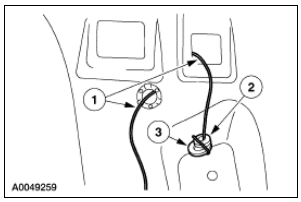
2. Drill three equally spaced 5/64 in (1.75 mm) holes in close proximity to where the weld nut face will be plug welded back to the sheet metal.



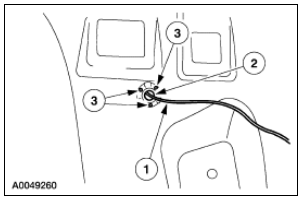
3. Obtain the appropriate 6 mm (0.24 in) or 8 mm (0.32 in) weld nut.

4. Obtain the appropriate 6 mm (0.24 in) by 1.0 or 8 mm (0.32 in) by 1.25 grounding screw (self-tapping).

5. Set up for the positioning of the weld nut.
    1. Route a sufficient length of wire through the weld nut clearance hole and back out an adjacent access hole.
    2. Position a weld nut, shoulder end up, onto the wire.
    3. Position a flat washer onto the wire and secure it so it cannot be pulled off.



6. Plug weld the weld nut into position.
    1. Pull the welding wire back through the clearance hole, allowing the weld nut and flat washer to follow the welding wire through and stop against the sheet metal.
    2. Make sure the weld nut shoulder is aligned through the clearance hole in the sheet metal.
    3. With the weld nut firmly held in position, plug weld the weld nut at the three holes drilled previously.



7. Metal finish as required.

8. Verify the nut is securely in place.
9. Install the component with the previously obtained screw.
10. Tighten the attaching screws to specification. For additional information, refer to Specifications in this section.

Weld Nut Repair Stripped Weld Nut

Printable View (7 KB)

1. Remove the component from where the weld nut is to be repaired. Refer to the appropriate removal and installation procedure in this section.

2. Inspect the weld nut and surrounding area for repair.
   - If there is not enough clearance for a larger bolt stud to go through or a larger bolt head to turn, then a threaded insert will have to be installed. Follow the instructions with the thread insert repair kit.

3. If a 6 mm weld nut is stripped, drill out the hole using a letter "H" or 0.26 in (6.5 mm) drill bit. Then tap, using an 8 mm by 1.25 bit.
   - Do not oversize a 6 mm weld nut by more than 8 mm.

4. If an 8 mm weld nut is stripped, drill the hole using a letter "R" or 0.3990 in (9.75 mm) drill bit. Then tap, using a 10 mm by 1.50 bit.
   - Do not oversize an 8 mm weld nut by more than 10 mm.

5. Obtain the appropriate oversized screw.

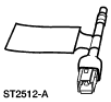
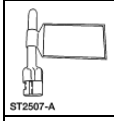
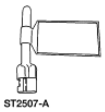
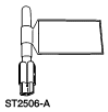
6. Install the attaching screw(s) to the component.

7. Tighten the attaching screws to specification. For additional information, refer to Specifications in this section.

Front Impact Severity Sensor

Printable View (93 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal and Installation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

⚠ WARNING: Vehicle sensor orientation is critical for correct system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) is involved in a collision, inspect the sensor mounting bracket and wiring pigtail for deformation. Replace and correctly position the sensor or any other damaged supplemental restraint system (SRS) components whether or not the air bag is deployed.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

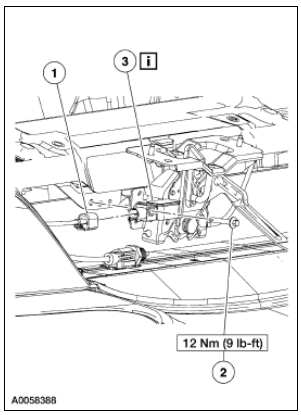
3. Remove the components in the order indicated in the following illustration and table.

4. ⚠ **WARNING: The tightening torque of the air bag front impact severity sensor retaining bolt is critical for correct system operation.**

   NOTE: Make sure the negative battery cable is still disconnected before continuing with the installation portion of this procedure.

   NOTE: Make sure the mounting bracket and front impact severity sensor mating surfaces are clean and free or foreign material.

   To install, reverse the removal procedure.



Item	Part Number	Description
1	14290	Connector
2	W707305-S	Front impact severity sensor bolt
3	14B006	Front impact severity sensor Installation Note

5. Connect the battery ground cable. For additional information, refer to Section 414-00 .

6. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

7. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

8. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

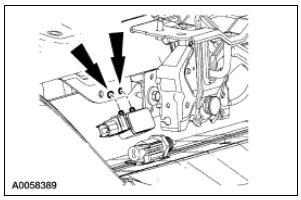
9. **⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

Item 3: Front Impact Severity Sensor Installation Note

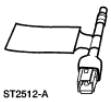
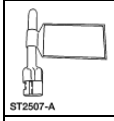
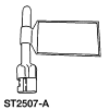
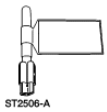
⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions and notes at the beginning of the removal procedure.

1. Align the locator tabs of the front impact severity sensor to the openings in the mounting bracket sheet metal.



Side Impact Sensor First Row, B-Pillar Printable View (97 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal and Installation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

⚠ WARNING: Vehicle sensor orientation is critical for correct system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) is involved in a collision, inspect the sensor mounting bracket and wiring pigtail for deformation. Replace and correctly position the sensor or any other damaged supplemental restraint system (SRS) components whether or not the air bag is deployed.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: The passenger side is shown, the driver side is similar.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

The first row side impact sensors are located at or near the base of the B-pillars.

The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the seat removal and installation procedure.**

   Remove the front seat on the side with the affected B-pillar side impact sensor. For additional information, refer to Section 501-10 .

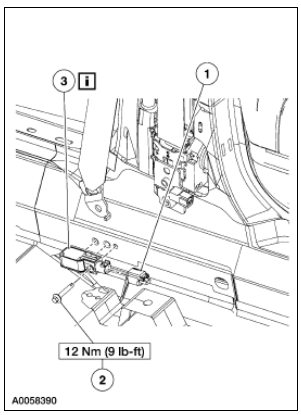
4. Remove the components in the order indicated in the following illustration and table.

5. ⚠ **WARNING: The tightening torque of the air bag side impact sensor retaining bolt is critical for correct system operation.**

   NOTE: Make sure the negative battery cable is still disconnected before continuing with the installation portion of this procedure.

   NOTE: The B-pillar side impact sensor is located under the carpet on the inboard side of the rocker panel.

   To install, reverse the removal procedure.



Item	Part Number	Description
1	14A005	Connector
2	W707305-S	Side impact sensor bolt
3	14B345	

		Side impact sensor Installation Note

6. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions and notes in the seat removal and installation procedure.**

   Install the front seat on the side with the affected B-pillar side impact sensor. **Do not reactivate the seat side air bag module at this time.** For additional information, refer to Section 501-10 .

7. Connect the battery ground cable. For additional information, refer to Section 414-00 .

8. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

9. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

10. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

    Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

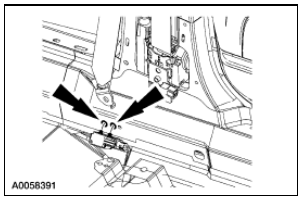
11. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

12. Check the active restraint system for correct operation. For additional information, refer to section Section 501-20A .

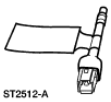
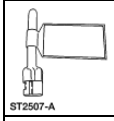
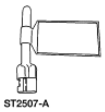
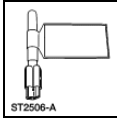
Item 3: Side Impact Sensor Installation Note

1. Align the locator tabs of the side impact sensor to the openings in the rocker panel sheet metal.



Side Impact Sensor Second Row, C-Pillar Printable View (70 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

⚠ WARNING: Vehicle sensor orientation is critical for correct system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) is involved in a collision, inspect the sensor mounting bracket and wiring pigtail for deformation. Replace and correctly position the sensor or any other damaged supplemental restraint system (SRS) components whether or not the air bag is deployed.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

NOTE: The passenger side is shown, the driver side is similar.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

The first row side impact sensors are located at or near the base of the B-pillars.

The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

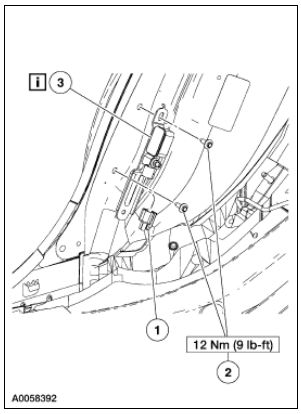
3. Remove the rear seat bolster on the side with the affected C-pillar side impact sensor. For additional information, refer to Rear Seat in the removal and installation portion of Section 501-10 .

4. Remove the components in the order indicated in the following illustration and table.

5. ⚠ **WARNING: The tightening torque of the air bag side impact sensor retaining bolts is critical for correct system operation.**

   NOTE: Make sure the battery negative cable is still disconnected before continuing with the installation portion of this procedure.

   To install, reverse the removal procedure.



Item	Part Number	Description
1	14A005	Connector
2	W707722-S	Side impact sensor bolts
3	14B345	Side impact sensor Installation Note

6. Connect the battery ground cable. For additional information, refer to Section 414-00 .

7. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt

Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

8. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

9. Install the rear seat bolster on the side with the affected C-pillar side impact sensor. For additional information, refer to Rear Seat in the removal and installation portion of Section 501-10 .

10. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

    Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

11. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

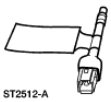
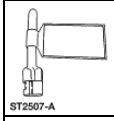
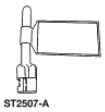
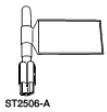
12. Check the active restraint system for correct operation. For additional information, refer to Section 501-20A .

Item 3: Side Impact Sensor Installation Note

1. Align the locator tab of the second row side impact sensor mounting bracket to the opening in the C-pillar sheet metal.

Restraints Control Module (RCM) Printable View (320 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal and Installation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

⚠ WARNING: The restraints control module (RCM) orientation is critical for correct air bag supplemental restraint system (SRS) operation. If a vehicle equipped with an SRS system has been involved in a collision in which the center tunnel area has been damaged, inspect the mounting and bracket for deformation. If damaged, the RCM must be replaced whether or not the air bags have deployed. In addition, make sure the area of the RCM mounting is restored to its original condition.

⚠ WARNING: Vehicle sensor orientation is critical for correct system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) is involved in a collision, inspect the sensor mounting bracket and wiring pigtail for deformation. Replace and correctly position the sensor or any other damaged supplemental restraint system (SRS) components whether or not the air bag is deployed.

⚠ CAUTION: Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage can result.

NOTE: When installing a new restraints control module (RCM), always make sure the correct RCM is being installed. If an incorrect RCM is installed, erroneous DTCs will result.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

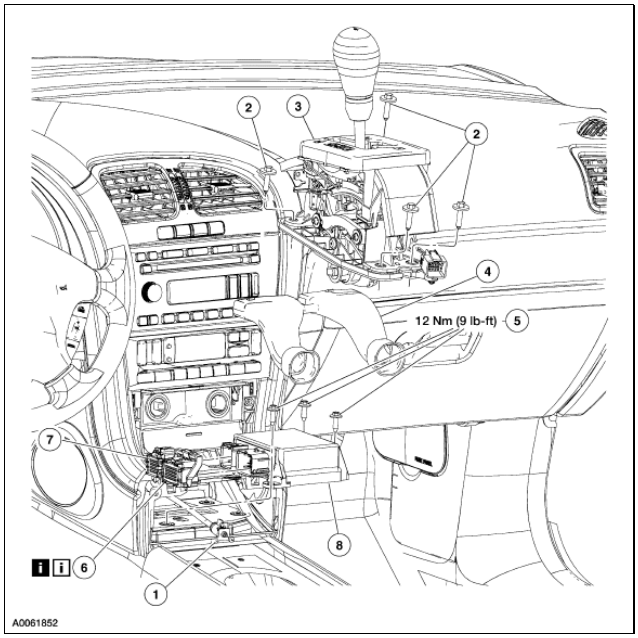
3. Remove the floor console. For additional information, refer to Section 501-01 .

4. Remove the components in the order indicated in the following illustration and table.

5. ⚠ **WARNING: The tightening torque of the air bag restraints control module (RCM) retaining bolts is critical for correct system operation.**

   NOTE: Make sure the battery negative cable is still disconnected before continuing with the installation portion of this procedure.

   To install, reverse the removal procedure.



Item	Part Number	Description
1	3F719	Shifter interlock cable (separate from the shifter)
2	W705638-S	Bolts
3	7210	Shifter assembly (position the shifter back)
4	19E714	Lower A/C connector duct
5	W707722-S	Bolts
6	14A005	Large electrical connector Removal Note
6	14A464	Large electrical connector Installation Note
7	14A005	Small electrical connector
8	14B321	Restraints control module (RCM)

6. Connect the battery ground cable. For additional information, refer to Section 414-00 .

7. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

8. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

9. Install the floor console. For additional information, refer to Section 501-01 .

10. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

    Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

11. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

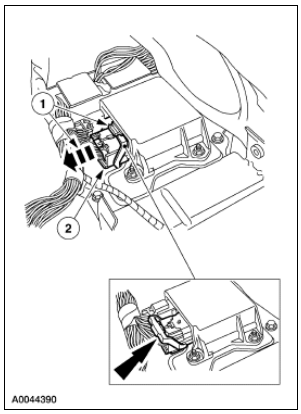
    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

Item 6: Large Electrical Connector Removal Note

1. **NOTE:** The instrument panel has been removed for clarity.

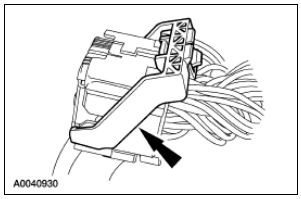
   Disconnect the large restraints control module (RCM) electrical connector.

   1. Pinch the thumb tab and pivot the connector position assurance lever all the way back until it stops.
   2. Pull out and disconnect the RCM electrical connector.



Item 6: Large Electrical Connector Installation Note

1. Make sure the connector position assurance lever is in the full release position before attempting to connect the connector.



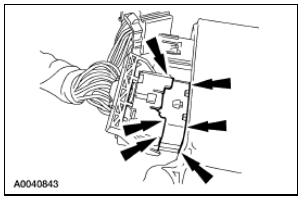
2. ⚠ **CAUTION: Putting the large RCM electrical connector into the RCM on an angle can cause bad electrical connections and damage components.**

   NOTE: The instrument panel has been removed for clarity.

   Position the large RCM electrical connector into the RCM.

   - ⚠ **CAUTION: Do not push the connector on to where the lever pivots and seats itself. Light pressure is needed to get the connector into position on the RCM before using the lever to fully seat the connector.**

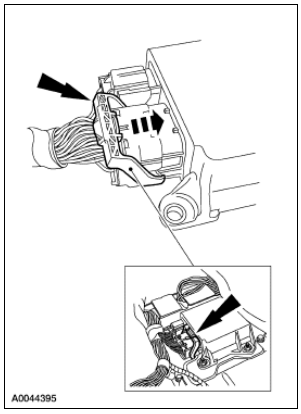
     With the large RCM electrical connector uniformly aligned to the RCM, lightly push in until a subtle audible click is heard and a slight resistance is felt.



3. **NOTE:** The instrument panel has been removed for clarity.

   Connect the large RCM electrical connector.

   - Using the connector position assurance lever, pivot it toward the RCM, drawing the connector into the RCM.
     - ♦ Make sure the thumb tab is engaged to the retainer on the RCM and locked in place.



Driver Air Bag Module

Printable View (127 KB)

Special Tool(s)

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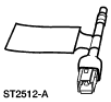
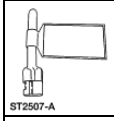
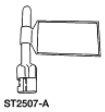
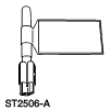
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Air bag modules with discolored or damaged trim covers must be replaced, not repainted.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable and wait at least one minute. Refer to Section 414-00 for additional information.

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   NOTE: Within the Supplemental Restraint System (SRS) Deactivation and Reactivation procedure the driver air bag module is removed and restraint system diagnostic tools are attached at the appropriate locations.

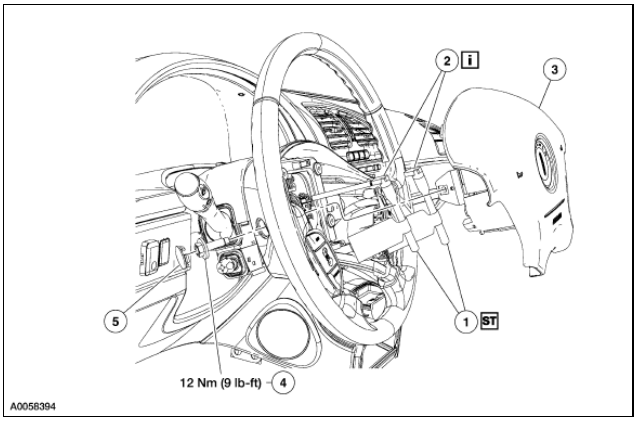
   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

Installation

⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, and notes at the beginning of the removal procedure.**

1. **NOTE:** Make sure the battery negative cable is still disconnected before continuing with the installation portion of this procedure.

   Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description

1	418-F395	Restraint system diagnostic tools
2	14A664	Connectors Installation Note
3	54043B13	Driver air bag module
4	W705342-S	Bolts (2 req'd)
5	3L518	Steering wheel back cover plugs (2 req'd)

2. Connect the battery ground cable. For additional information, refer to Section 414-00 .

3. With the restraint system diagnostic tools still installed at the remaining deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

4. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

5. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

6. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

Item 2: Connectors Installation Note

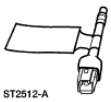
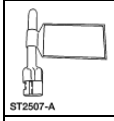
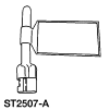
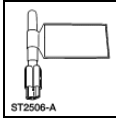
1. ⚠ **CAUTION: The clockspring electrical connectors are unique and cannot be reversed when connected to the driver air bag module. Match the electrical connector key to the keyway in the driver air bag module. Do not force the electrical connectors into the driver air bag module.**

Match the electrical connector key to the keyway in the driver air bag module and connect the electrical connectors.

Passenger Air Bag Module

Printable View (356 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal and Installation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and deployment door pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the deployment door face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Air bag modules with discolored or damaged deployment doors must be replaced, not repainted.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

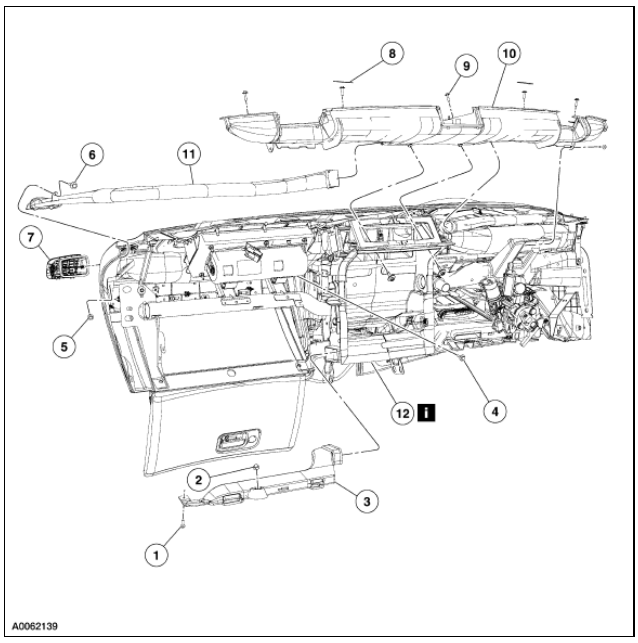
2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

3. Remove the instrument panel. For additional information, refer to Section 501-01 .

4. **NOTE:** Within the Supplemental Restraint System (SRS) Deactivation and Reactivation procedure the passenger air bag module is disconnected and a restraint system diagnostic tool is attached at the appropriate location.

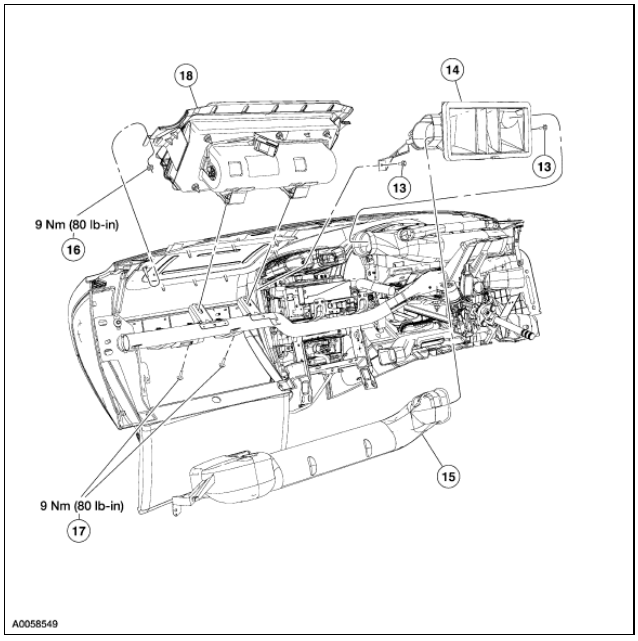
   Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W705314-S	Screw
2		Light socket
3		Heater duct
4	W704874-S	Screw
5	W704874-S	Screw
6	W704874-S	Screw
7	19893	A/C register
8		Insulator tape (2 req'd)
9	W705314-S	Screws (8 req'd)
10	18490	Defrost nozzle
11	19E630	Demister duct
12	19C698	A/C plenum chamber Removal Note

5. **NOTE:** Within the Supplemental Restraint System (SRS) Deactivation and Reactivation procedure the passenger air bag module is disconnected and a restraint system diagnostic tool is attached at the appropriate location.

   Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.

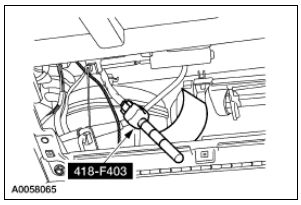


Item	Part Number	Description
13	W704874-S	Screw
14	19B680B	A/C junction duct assembly
15	19B680	A/C register duct
16		Nuts (8 req'd)
17		Bolt
18	54044A74	Passenger air bag module

6. To install, reverse the removal procedure.

7. Install the instrument panel. For additional information, refer to Section 501-01 .

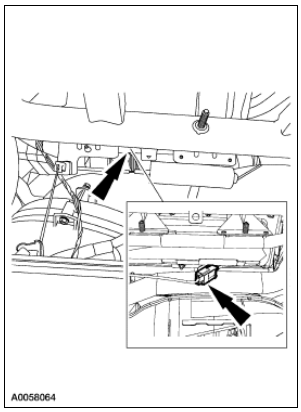
8. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger air bag module electrical connector.



9. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

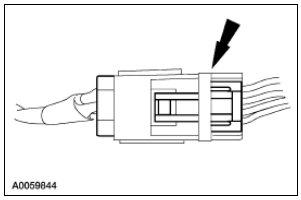
   NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

   Locate the passenger air bag module electrical connector.



10. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    Connect the passenger air bag module electrical connector.



11. Install the glove compartment. For additional information, refer to Section 501-01 .

12. Connect the battery ground cable. For additional information, refer to Section 414-00 .

13. With the restraint system diagnostic tools still installed at the remaining deployable devices, prove out the supplemental restraint system (SRS). For additional information refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

14. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel,**

console, door latches, strikers, seats and hood latches.

The first row side impact sensors are located at or near the base of the B-pillars.

The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

15. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

    Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

16. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

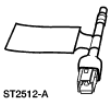
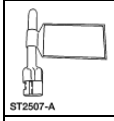
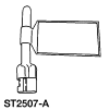
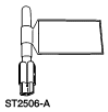
Item 12: A/C Plenum Chamber Removal Note

1. Remove the A/C plenum chamber. For additional information, refer to Section 412-00 .

Side Air Bag Module

Printable View (253 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live side air bag module with the air bag and tear seam pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live side air bag module down on the cover tear seam. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Side air bag modules with damaged covers must be replaced.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

NOTE: If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.**

NOTE: Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: If a side air bag deployment took place a new seat back pad, trim cover, and side air bag module must be installed. Install a new seat back frame if necessary.

NOTE: When installing a new side air bag after deployment, refer to Section 501-10 for additional information concerning the installation of a new side air bag.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

NOTE: The driver seat is shown, the passenger seat is similar.

NOTE: A seat side air bag module is shown, a seat side thorax air bag module is similar. For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in this section.

NOTE: A seat with climate control and power lumbar is shown, all others are similar.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   Remove the seat on the side with the affected side air bag module. For additional information, refer to Section 501-10 .

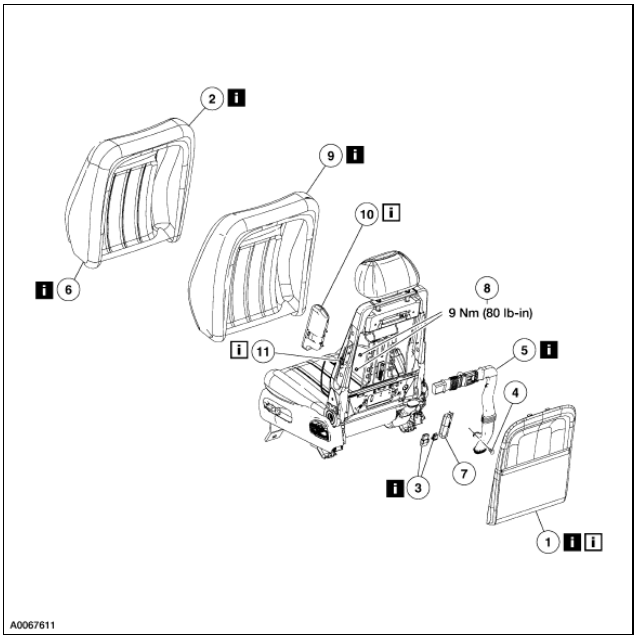
4. Remove the components in the order indicated in the following illustration and table.

5. **⚠ WARNING: Front seat back trim covers installed on seats equipped with side air bags cannot be repaired, they are to be replaced (cleaning is permissible).**

   ⚠ CAUTION: When removing the seat back trim panel, be careful not to damage the J-hooks. If the seat back trim panel J-hooks are damaged, install a new seat back trim panel.

   NOTE: If installing a new side air bag module, use new retaining nuts. If the same side air bag module is to be reused then reuse the side air bag module nuts.

   To install, reverse the removal procedure.



Item	Part Number	Description
1	60762	Seat back trim panel Removal Note
1	60762	Seat back trim panel Installation Note
2	64416	Seat back trim cover Removal Note
3	14C693	Connectors (2 req'd) Removal Note
4	807452	Pin-type retainer (if equipped)
5	18D512	Climate control duct Removal Note
6	64416	Seat back trim cover Removal Note
7	009036	Nut cover
8	N620480-S	Nuts (2 req'd)
9	64810	Seat back pad Removal Note
10	11791	Side air bag module Installation Note

11	14K155	Connector Installation Note

6. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   NOTE: Make sure the battery negative cable is still disconnected before continuing with the installation portion of this procedure.

   Install the seat on the side with the affected side air bag. For additional information, refer to Section 501-10 .

7. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

8. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

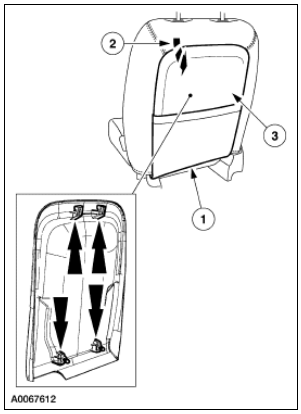
9. Check the active restraint system for correct operation. For additional information, refer to Section 501-20A .

Item 1: Seat Back Trim Panel Removal Note

1. ⚠ **CAUTION: Inspect the seat back trim panel for damage. If the J-hooks are damaged or the pin-type retainers remain in the seat frame, replace the panel.**

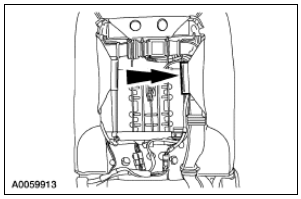
   Remove the seat back trim panel.

   1. Holding the panel at bottom center, pull rearward (not up) until both lower attachments are disengaged.
   2. While pushing in at the top of the panel, slide the panel down to disengage the upper J-hooks.
   3. Remove the panel.
      - ♦ Inspect the lower panel attachments. If either pin-type retainer remain on the seat frame, replace the panel.
      - ♦ Inspect the upper panel attachments. If either J-hook is cracked or damaged, replace the panel.
      - ♦ Before installing the panel, replace both pin-type retainers.



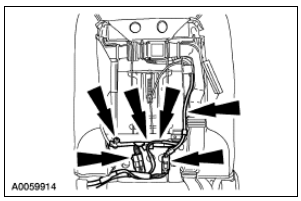
Item 2: Seat Back Trim Cover Removal Note

1. If equipped with climate control, release the trim cover J-clip over the climate control duct.



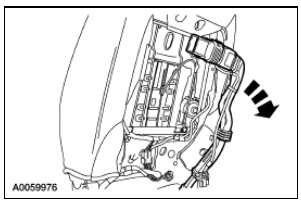
Item 3: Connector Removal Note

1. Disconnect the electrical connectors and separate all wire harness pin-type retainers from the lower seat back frame.



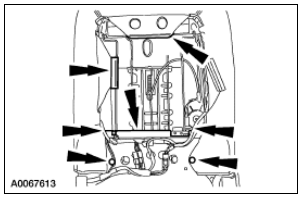
Item 5: Climate Control Duct Removal Note

1. If equipped, position the climate control duct away from the seat.



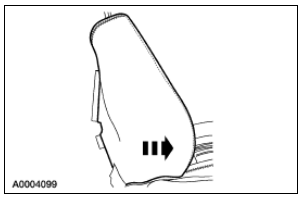
Item 6: Seat Back Trim Cover Removal Note

1. Detach all the seat back trim cover J-clips and the pin-type retainers.



Item 9: Seat Back Pad Removal Note

1. With one hand on the side air bag module, position the seat back trim cover and pad forward enough to access the side air bag module.



Item 11: Connector Installation Note

1. **⚠ CAUTION: Make sure the correct seat mounted air bag module is being used. The seat side air bag module and the seat side thorax air bag module electrical connectors are unique and will not interchange. Match the electrical connector key to the keyway in the air bag module. Do not alter or force the electrical connector into the seat mounted air bag module. For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Description and Operation portion of this section.**

   Match the electrical connector key to the keyway in the seat side air bag module or the seat side thorax air bag module and connect the electrical connector.

Item 10: Side Air Bag Module Installation Note

1. **⚠ WARNING: Inspect the mounting surfaces of the side air bag module for any foreign objects before installing the side air bag module. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

   ⚠ WARNING: Inspect the side air bag deployment chute and the side air bag cavity in the seat back pad for any foreign objects. If any foreign objects are found remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.

   ⚠ WARNING: Before installing the side air bag module into the deployment chute, check it for damage and foreign objects. Install a new air bag module if it is damaged. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.

   ⚠ WARNING: If the air bag cover has separated or the air bag material has been exposed, install a new side air bag module. Do not attempt to repair the air bag module. Failure to do so may result in personal injury, in the event of an air bag deployment.

   ⚠ WARNING: Check the side air bag deployment chute for damage. The deployment chute must not be repaired. If there is any damage to the deployment chute, the seat back trim cover and deployment chute must be installed new as a unit.

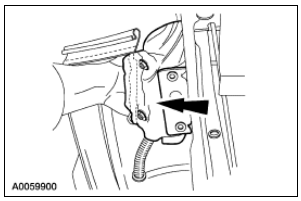
   ⚠ WARNING: If the air bag deployment chute is not correctly positioned, the side air bag may not deploy correctly.

   ⚠ WARNING: Inspect the mounting surfaces of the deployment chute and the seat back frame mounting bracket for any foreign objects, before installing the side air bag module/deployment chute assembly. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.

NOTE: The alignment pin will only allow the side air bag module to be installed to the seat back mounting bracket one way.

Position the side air bag module into the deployment chute.

- Position the side air bag module into the deployment chute with the alignment pin offset to the top and the electrical connector to the bottom of the seat back. This will position the alignment pin correctly when the side air bag module and deployment chute are mounted to the seat back frame mounting bracket.
- The side air bag module mounting studs must come through the deployment chute stud openings.



Item 1: Seat Back Trim Panel Installation Note

1. ⚠ **CAUTION: Inspect the seat back trim panel for damage. If the J-hooks are damaged or the pin-type retainers remain in the seat frame, replace the panel.**

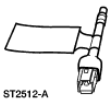
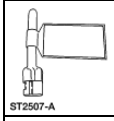
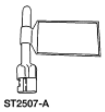
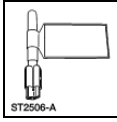
   Align the seat back trim panel J-hooks to the seat back frame at the top and engage the pin-type retainers at the bottom of the seat back frame.

   - Inspect the lower panel attachments. If either pin-type retainer remain in the seat frame, replace the panel.
   - Inspect the upper panel attachments. If either J-hook is cracked or damaged, replace the panel.
   - Before installing the panel, replace both pin-type retainers.

Side Air Curtain Module

Printable View (480 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: To reduce the risk of personal injury from an accidental deployment, always carry or place a live side air curtain module with the curtain and tear seam pointed away from your body. Failure to do so can result in personal injury in the event of a side air curtain deployment.

⚠ WARNING: After deployment, the surface of the curtain can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connector on the side air curtain module. Doing so can result in side air curtain deployment which can result in personal injury.

⚠ WARNING: Anytime the side air curtain has deployed, the headliner, and all A, B, and C pillar upper trim panels and attaching hardware must be installed new along with any other damaged components and hardware. Failure to do so can result in personal injury in the event of a side air curtain deployment.

⚠ WARNING: Vehicles equipped with side air curtain modules require a specific headliner. When installing a new headliner on a vehicle equipped with side air curtain modules, make sure a headliner for side air curtain modules is being used. The word "AIRBAG" will appear on the headliner where it meets each B-pillar trim panel. Failure to do so can result in personal injury in the event of a side air curtain module deployment.

⚠ WARNING: Before installing a side air curtain module, inspect the roofline for any damage. If necessary, the sheet metal must be reworked to its original condition and structural integrity. All fasteners must be replaced and any foreign objects removed. Failure to do so may result in personal injury in the event of a side air curtain deployment.

⚠ WARNING: The side air curtain must be installed in the vehicle using new torque-prevailing type U-nuts, part number W709759 or W520822. Use of this U-nut is mandatory so as to reduce the risk of loss of fastener effectiveness. Failure to follow these instructions may result in personal injury in the event of a side air curtain deployment.

⚠ WARNING: Inspect the side air curtain module before installation. If the side air curtain module is damaged or the cover has separated and the curtain material has been exposed, a new side air curtain module must be installed. Do not attempt to repair the side air curtain module. Failure to follow these instructions can result in personal injury in the event of a side air curtain module deployment.

⚠ WARNING: To reduce the risk of injury, do not obstruct or place objects in the deployment path of the side air curtain module. Failure to follow these instructions can result in personal injury in the event of a side air curtain module deployment.

⚠ WARNING: Never put any type of fastener or tie strap around any part of the side air curtain module or interior trim panel. This will prevent the side air curtain module from deploying correctly. Failure to do so can result in personal injury in the event of a side air curtain module deployment.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: The driver side is shown, the passenger side is similar.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

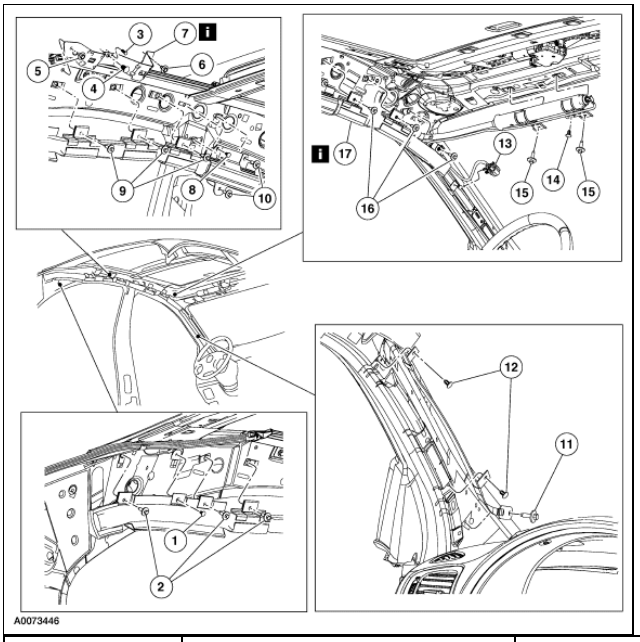
2. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

3. **⚠ WARNING: Anytime the side air curtain has deployed, the headliner, and all A, B, and C pillar upper trim panels and attaching hardware must be replaced along with any other damaged components and hardware. Failure to do so may result in personal injury in the event of a side air curtain deployment.**

   Remove the headliner. For additional information, refer to Section 501-01 .

4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W705635-S	Pin-type retainer
2	W503924-S	Screws (2 req'd)
3	part of 54312A52	Pin-type retainer
4	part of 54312A52	Pin-type retainer
5		Screw
6		Screw
7	54312A53	Bracket Removal Note
8	W705635	Pin-type retainer
9	W503924-S	Screws
10	W503924-S	Screws
11	W503924-S	Screw
12	W705635	Pin-type retainers
13	14A005	Connector
14	W705635	Pin-type retainer
15	W503924-S	Screws (2)
16	W503924-S	Screws
17	54042D95	

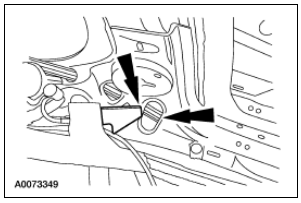
		Side air curtain Removal Note

Item 7: Bracket Removal Note

1. If the side air curtain is being serviced on the passenger side, remove the front row bracket also.

Item 17: Side Air Curtain Removal Note

1. Release the side air curtain alignment ear located through the sheet metal opening at the top of the A-pillar and remove the side air curtain.



Installation

⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, and notes at the beginning of the removal procedure.

1. **⚠ WARNING: The side air curtain must be installed in the vehicle using new torque-prevailing type U-nuts, part number W709759 or W520822. Use of this U-nut is mandatory so as to reduce the risk of loss of fastener effectiveness. Failure to follow these instructions may result in personal injury in the event of a side air curtain deployment.**

   Remove all U-nut fasteners and install new.

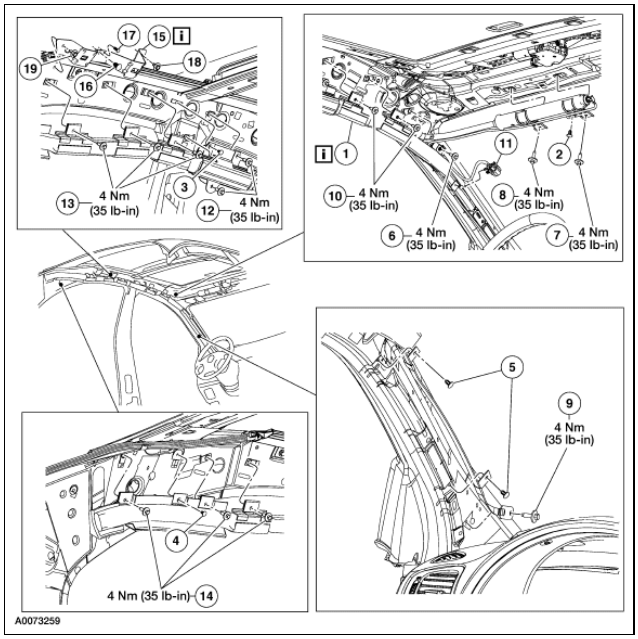
2. **⚠ WARNING: Before installing the side air curtain module, inspect the roofline for any damage. If necessary, the sheet metal must be reworked to its original condition and structural integrity. Install new fasteners and remove any foreign objects. Failure to do so may result in personal injury in the event of a side air curtain deployment.**

   ⚠ WARNING: Before installing the side air curtain module, if the module is damaged or the cover has separated or the side air curtain material has been exposed, install a new side air curtain module. Do not attempt to repair the side air curtain. Failure to follow these instructions could result in personal injury in the event of a side air curtain deployment.

   ⚠ WARNING: Never put any type of fastener or tie strap around any part of the side air curtain module or interior trim panel. This will prevent the side air curtain module from deploying correctly. Failure to do so can result in personal injury in the event of a side air curtain module deployment.

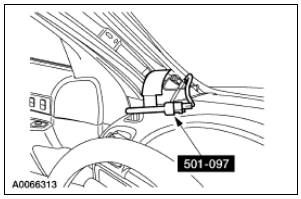
   NOTE: Make sure the battery negative cable is still disconnected before proceeding with the installation portion of this procedure.

   Install the components in the order indicated in the following illustration and table.

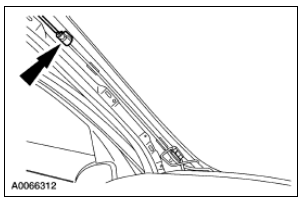


Item	Part Number	Description
1	54042D95	Side air curtain Installation Note
2	W705635	Pin-type retainer
3	W705635	Pin-type retainer
4	W705635	Pin-type retainer
5	W705635	Pin-type retainers
6	W503924-S	Screws
7	W503924-S	Screws
8	W503924-S	Screws
9	W503924-S	Screws
10	W503924-S	Screws
11	14A005	Connector
12	W503924-S	Screws
13	W503924-S	Screws
14	W503924-S	Screws
15	54312A53	Bracket Installation Note
16		Pin-type retainer (part of 54312A52)
17		Pin-type retainer (part of 54312A52)
18		Screw
19		Screw

3. Remove the restraint system diagnostic tool from the side air curtain electrical connector.



4. Connect the side air curtain module electrical connector.



5. Connect the battery ground cable. For additional information, refer to Section 414-00 .

6. With the restraint system diagnostic tools still installed at the remaining deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

7. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

8. **⚠ WARNING: Anytime the side air curtain has deployed, the headliner, and all A, B, and C pillar upper trim panels and attaching hardware must be replaced along with any other damaged components and hardware. Failure to do so may result in personal injury in the event of a side air curtain deployment.**

   Install the headliner. For additional information, refer to Section 501-01 .

9. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

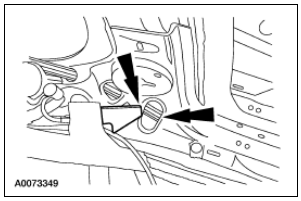
   Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

10. **⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

Item 1: Side Air Curtain Installation Note

1. Align the side air curtain locating ear into the sheet metal opeining at the top of the A-pillar.



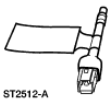
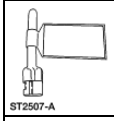
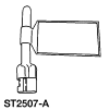
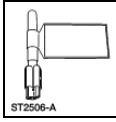
Item 15: Bracket Installation Note

1. If the side air curtain is being serviced on the passenger side, install the front row bracket also.

Clockspring

Printable View (452 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Air bag modules with discolored or damaged trim covers must be replaced, not repainted.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. Tilt the steering column all the way down and extend it all the way out.

2. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

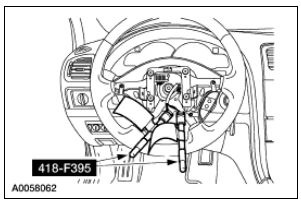
   Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

4. Make sure the road wheels are in the straight-ahead position.

5. Remove the restraint system diagnostic tools from the clockspring electrical connectors at the top of the steering column.

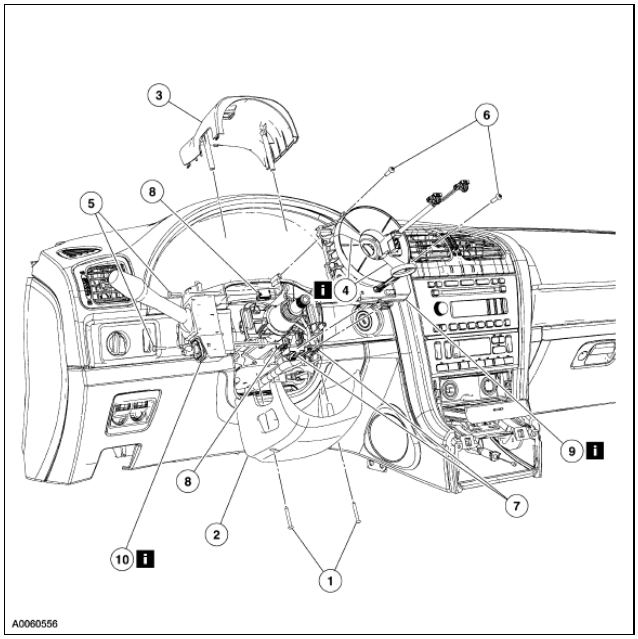


6. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the steering wheel removal and installation procedure.**

   Remove the steering wheel. For additional information, refer to Section 211-00 .

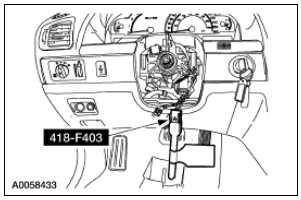
7. **NOTE:** If the clockspring is to be reinstalled, do not allow the clockspring to turn from its removal position.

   Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W504246-S	Screws
2	3530	Lower steering column shroud
3	3530	Upper steering column shroud
4		Tape Removal Note
5	W390345-S	Screws
6	W390345-S	Screw
7	14401	Connector
8	14401	Connector
9	14A664	Clockspring Removal Note
10	13K359	Multifunction switch Removal Note

8. Attach the restraint system diagnostic tool to the vehicle harness side of the clockspring electrical connector.



9. Connect the battery ground cable. For additional information, refer to Section 414-00 .

10. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

11. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to

Section 414-00 .

Item 4: Tape Removal Note

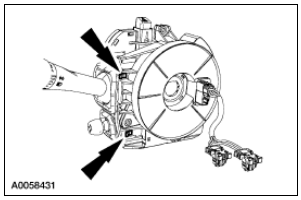
1. If installing the same clockspring, apply two strips of masking tape across the clockspring to prevent accidental rotation when the clockspring is removed.

Item 9: Clockspring Removal Note

1. Remove the clockspring and the multifunction switch as an assembly.

Item 10: Multifunction Switch Removal Note

1. Release the tabs and slide the multifunction switch out of the clockspring.



Installation

⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions and notes at the beginning of the removal procedure.

1. **⚠ WARNING: Incorrect centralization may result in premature component failure. If in doubt when centralizing the clockspring, repeat the centralizing procedure. Failure to follow this instruction may result in personal injury.**

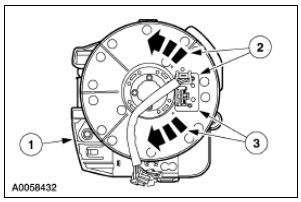
   ⚠ CAUTION: Make sure the road wheels are in the straight-ahead position.

   NOTE: A new clockspring is supplied in a centralized position and held there with a key.

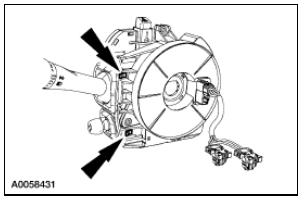
   If the clockspring has rotated out of center, follow these steps to center the clockspring.

   1. Hold the clockspring outer housing stationary.
   2. **⚠ CAUTION: Overturning will destroy the clockspring. The internal ribbon wire acts as the stop and can be broken from its internal connection.**

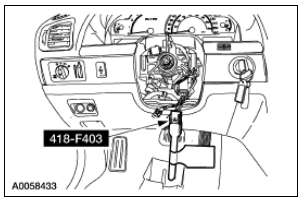
      While turning the rotor counterclockwise, carefully feel for the ribbon wire to run out of length and feel for a slight resistance. Stop turning at this point.
   3. Turn the clockspring clockwise approximately 2-1/2 turns. This is the center point of the clockspring.
   - Do not allow the rotor to turn from this position.



2. Align the multifunction switch to the clockspring and slide the two together.
   - Make sure the tabs are interlocked.

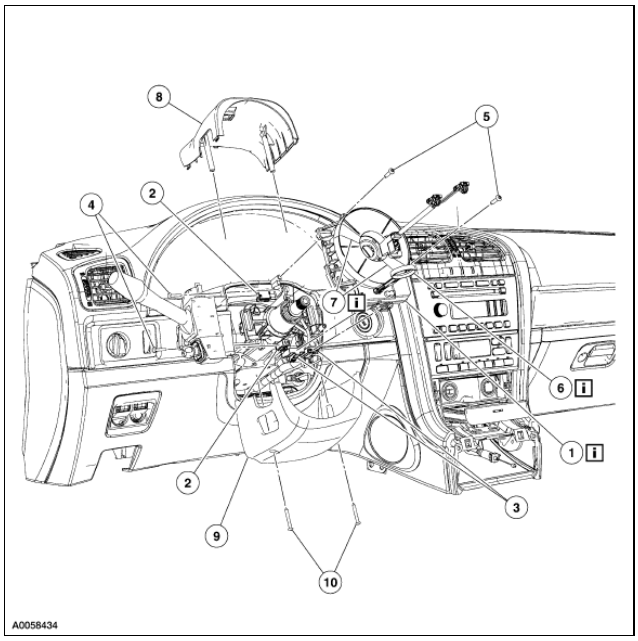


3. Remove the restraint system diagnostic tool from the vehicle harness side of the clockspring electrical connector.



4. **NOTE:** Make sure the negative battery cable is still disconnected before continuing with the installation portion of this procedure.

   Install the components in the order indicated in the following illustration and table.



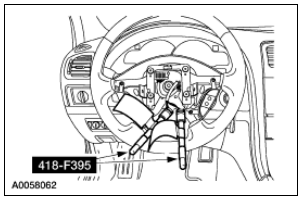
Item	Part Number	Description
1	14A664	Clockspring Installation Note
2	14401	Connectors (2 req'd)
3	14401	Connectors
4	W390345-S	Screws
5	W390345-S	Screw
6	14A664	Retaining pin Installation Note
7		Tape Installation Note
8	3530	Upper steering column shroud

9	3530	Lower steering column shroud
10	W504246-S	Screws

5. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the steering wheel removal and installation procedure.**

   Install the steering wheel. **Do not install the driver air bag module at this time.** For additional information, refer to Section 211-00 .

6. Attach the restraint system diagnostic tools to the clockspring electrical connectors at the top of the steering column.

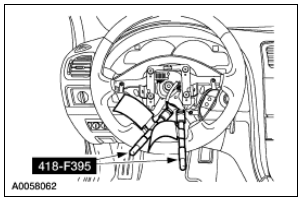


7. Connect the battery ground cable. For additional information, refer to Section 414-00 .

8. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

9. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

10. Remove the restraint system diagnostic tools from the clockspring electrical connectors at the top of the steering column.



11. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

    Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

12. Connect the battery ground cable. For additional information, refer to Section 414-00 .

13. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

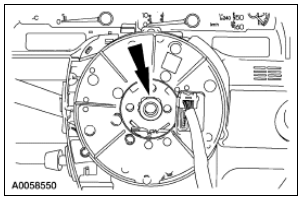
    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental

Restraint System (SRS) in the Diagnosis and Testing portion of this section.

Item 1: Clockspring Installation Note

1. **NOTE:** Slight turning of the clockspring rotor is allowable for alignment purposes to the steering column.

   With the flat of the clockspring aligned to the flat of the steering column, slide the clockspring onto the steering column.



Item 6: Retaining Pin Installation Note

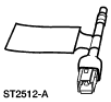
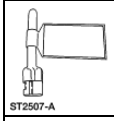
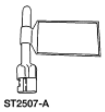
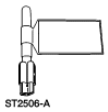
1. For vehicles receiving a new clockspring, remove the retaining pin.

Item 7: Tape Installation Note

1. For vehicles reusing the clockspring that was removed, remove the tape.

Occupant Classification Sensor Printable View (489 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

⚠ CAUTION: If installing only a new front passenger seat cushion trim cover, the occupant classification sensor must be rezeroed.

NOTE: Occupant classification sensor (OCS) system components (seat cushion foam pad, bladder with pressure sensor and electronic control unit) are calibrated to each other and are serviced as an assembly. The OCS system components are not to be installed separately. If a new OCS system, OCS system component or seat cushion foam pad are needed, a new OCS system service kit (seat cushion foam pad, bladder with pressure sensor and electronic control unit) must be installed as an assembly.

NOTE: To identify between a production OCS system and a service OCS system (OCS service kit) inspect the ECU electrical connector. A production OCS system allows the disconnect of the ECU electrical

connector. A service OCS system (OCS service kit) has the ECU electrical connector glued to the ECU, it cannot and should not be disconnected or altered.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

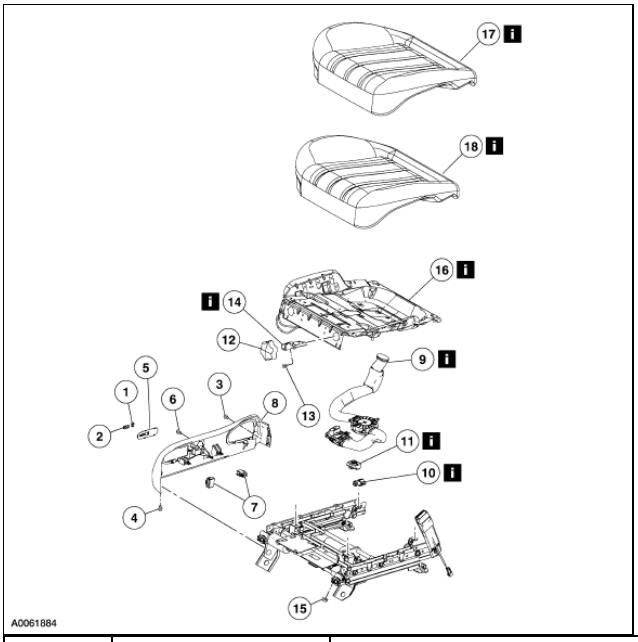
2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   Remove the passenger seat. For additional information, refer to Section 501-10 .

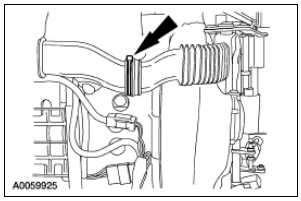
4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14711	Power seat switch knob
2	14711	Power seat switch knob
3	56902-S	Side shield screw
4	56902-S	Side shield screw
5	14A706	Power seat switch bezel
6	56902-S	Side shield screw
7	14A699	Power seat switch connectors (2 req'd)
8	62186	Side shield
9	19N550	Climate control duct (if equipped) Removal Note
10	14A699	Connectors (2 req'd) Removal Note
11	14A699	Connectors (3 req'd) Removal Note
12	C610A76	Manual lumbar knob (if equipped)
13		Screws (2 req'd)
14	61203	Manual lumbar adjuster (if equipped) Removal Note
15	N620482-S	Power seat track nuts (4 req'd)
16	63100	Seat cushion assembly Removal Note
17	62900	Seat cushion trim cover Removal Note
18	603B02	Occupant classification sensor (OCS) Removal Note

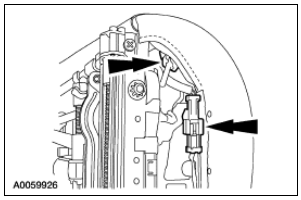
Item 9: Climate Control Duct Removal Note

1. Separate the climate control duct.



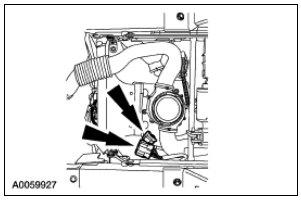
Item 10: Connector Removal Note

1. Disconnect the two electrical connectors.

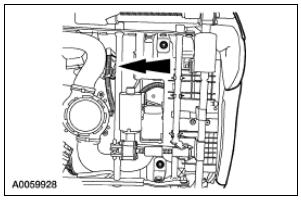


Item 11: Connector Removal Note

1. Separate the connectors from the seat cushion frame.

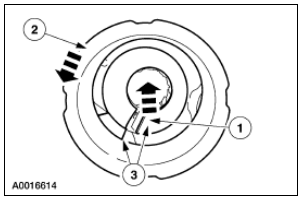


2. Separate and disconnect the blower motor electrical connector.



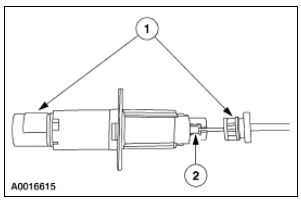
Item 14: Manual Lumbar Adjuster Removal Note

1. Release the manual lumbar adjustment screw.
    1. From inside the lumbar adjustment mechanism, push the screw stop in toward the center.
    2. While pushing the screw stop toward the center, rotate the lumbar adjustment mechanism counterclockwise.
    3. The screw stop will pass clear of the internal stop, releasing the manual lumbar adjustment screw.



2. Remove the manual lumbar cable.
    1. Continue turning the manual lumbar mechanism counterclockwise until the cable support comes out.

2. Push the screw out enough to remove the cable end.



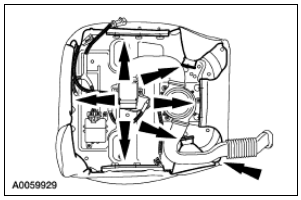
3. Route the manual lumbar adjuster cable out from the seat cushion frame.

Item 16: Seat Cushion Assembly Removal Note

1. Remove the seat cushion frame, trim cover, foam pad and occupant classification sensor as an assembly.

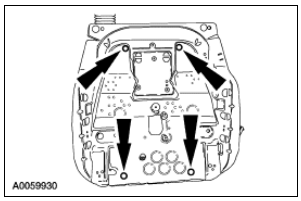
Item 17: Seat Cushion Trim Cover Removal Note

1. Separate the seat cushion trim cover retainers.
    - For vehicles with an original equipment occupant classification sensor (OCS), remove the seat cushion trim cover retainers and separate the seat cushion pad and trim cover from the seat cushion frame.
    - For vehicles with a service part OCS, remove the seat cushion trim cover retainers from the seat cushion frame.

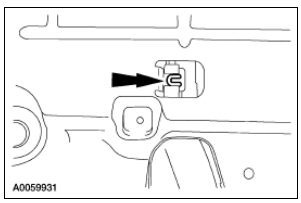


Item 18: Occupant Classification Sensor (OCS) Removal Note

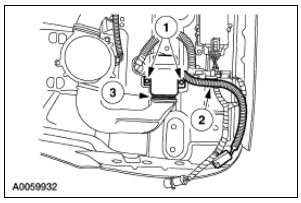
1. For vehicles with an original equipment occupant classification sensor (OCS), remove the pin-type retainers.



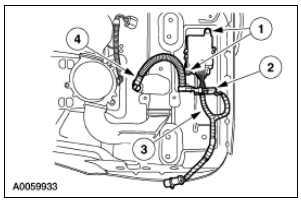
2. Releasing the pressure sensor retainer.
    - For vehicles with an original equipment OCS, fold the bladder away and pry up, releasing the pressure sensor retainer.
    - For vehicles with a service part OCS, fold the seat cushion pad and bladder away and pry up, releasing the pressure sensor retainer.



3. Remove the climate control components.
    1. Remove the screws.
    2. Separate the wire harness from the seat cushion pan.
    3. Separate the climate control duct and remove the assembly.



4. Remove the OCS.
    1. Remove the screws.
    2. Separate the pressure sensor.
    3. Separate the wire harness from the seat cushion pan.
    4. Route the OCS components back through the seat cushion pan and remove the assembly.



5. ⚠ **CAUTION: If installing only a new front passenger seat cushion trim cover, the occupant classification sensor must be rezeroed.**

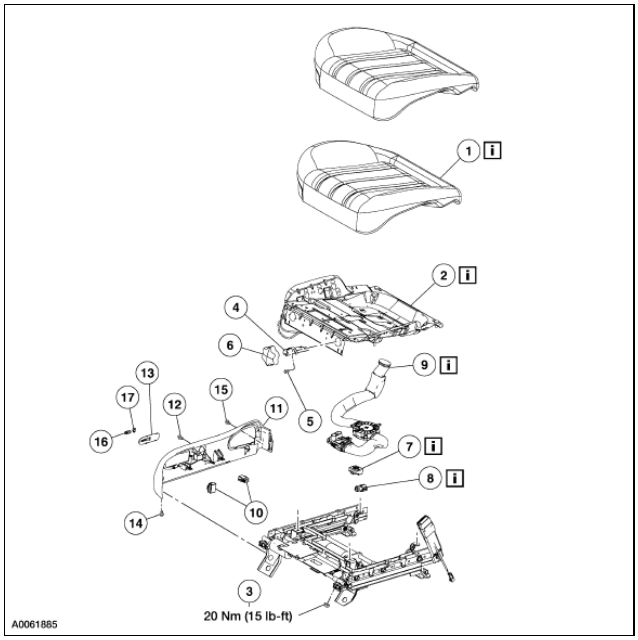
   Separate the trim cover from the seat cushion pad.

Installation

⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, and notes at the beginning of the removal procedure.**

1. **NOTE:** Make sure the battery ground cable is still disconnected before proceeding with the installation portion of this procedure.

   Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	603B02	Occupant classification sensor (OCS) Installation Note
2	63100	Seat cushion assembly Installation Note
3	N620482-S	Power seat track nuts (4 req'd)
4	61203	Manual lumbar adjuster (if equipped)
5		Screws (2 req'd)
6	C610A76	Manual lumbar knob (if equipped)
7	14A699	Connectors (3 req'd) Installation Note
8	14A699	Connectors (2 req'd) Installation Note
9	19N550	Climate control duct Installation Note
10	14A699	Connectors (2 req'd)
11	62186	Side shield
12	56902-S	Side shield screw
13	14A706	Power seat switch bezel
14	56902-S	Side shield screw
15	56902-S	Side shield screw
16	14711	Power seat switch knob
17	14711	Power seat switch knob

2. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   NOTE: Make sure the battery ground cable is still disconnected before proceeding with the installation portion of this procedure.

Install the passenger seat into the vehicle. Do not reactivate or prove out the system at this time. For additional information, refer to Section 501-10 .

3. ⚠ **CAUTION: The following precautions must be taken before rezeroing the OCS system:**

    - ♦ Make sure the OCS system components are connected and no faults are present.
    - ♦ Make sure the vehicle has not been exposed to temperatures below 6°C (42°F) or above 36°C (97°F) within four hours prior to the rezeroing process. If the vehicle has been exposed to temperatures outside the temperature limits (6-36°C [42-97°F]), the vehicle must be exposed and kept at a temperature within the limits for a minimum of four hours.
    - ♦ Make sure nothing is present on the passenger seat before rezeroing and nothing is placed on the seat during the rezeroing process.
    - ♦ Make sure a minimum five second time period has passed after cycling the ignition switch ON before the rezeroing process.

    NOTE: It is necessary to rezero the OCS system when a front passenger seat cushion is disassembled, a new trim cover installed, or an OCS service kit is installed. A scan tool is used to trigger the active command to carry out rezeroing of the OCS system.

    NOTE: When using a New Generation Star (NGS) tester, the OCS system rezero function is on the Ford Service Function (red) card. To rezero the OCS system:

    - select "SERVICE BAY FUNCTIONS"
    - select "RCM"
    - select "SYSTEM RESET"
    - select the vehicle from the menu
    - view the on-screen information then press "TRIGGER"

    The NGS screen will then display "OCS RESET: REZERO." Press "DONE" (button 8) to rezero the OCS system. The NGS will return to the vehicle menu once rezeroing of the OCS system is complete.

    NOTE: To rezero the OCS system using the Worldwide Diagnostic System (WDS):

    - select the "Toolbox" icon
    - select "Body" from the menu
    - select "Restraints" from the menu
    - select "Seat Weight Sensor ReZero"

    After selecting "Seat Weight Sensor ReZero", follow the on-screen prompts to carry out rezeroing of the OCS system.

    NOTE: If the first attempt to rezero the OCS system is unsuccessful, a second attempt must be made.

    Rezero the occupant classification sensor.

    - With the front passenger seat empty, use a scan tool to trigger the active command and rezero the occupant classification sensor.

4. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

    Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

5. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove**

from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

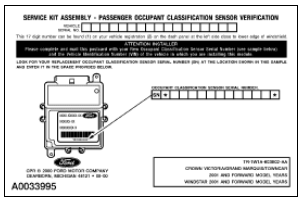
With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

6. Check the active restraint system for correct operation. For additional information, refer to Section 501-20A .

7. **NOTE:** When installing a new occupant classification sensor, a prepaid return postcard is provided with the new occupant classification sensor. The serial number for the new part and the vehicle identification number (VIN) must be recorded and sent to Ford Motor Company.

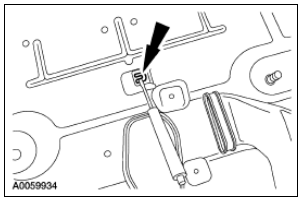
   Fill out the necessary information on the occupant classification sensor traceability card and return it along with the complete inoperative occupant classification sensor to Ford Motor Company.

   - When returning the inoperative occupant classification sensor include: seat cushion foam pad, bladder, electronic control unit, pressure sensor (transducer), hose, electrical connectors and wire harness (service part occupant classification sensor only).



Item 1: Occupant Classification Sensor Installation Note

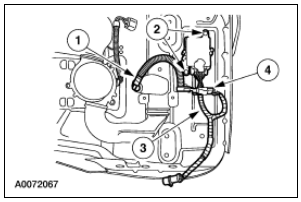
1. Bend the pressure sensor retaining tab back.



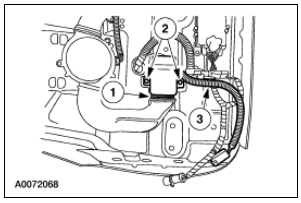
2. ⚠ **CAUTION: Inspect the occupant classification sensor assembly and seat cushion frame for any foreign objects before installing the occupant classification sensor assembly to the seat cushion frame. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

   Install the occupant classification sensor (OCS).

   1. Feed the OCS components back through the cushion pan opening.
   2. Position the electronic control unit and install the screws.
   3. Route the wire harness and install the pin-type retainers.
   4. Install the pressure sensor onto the bracket.

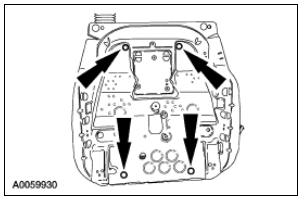


3. Install the climate control component.
    1. Position the climate control component into the duct and tie strap it in place.
    2. Install the screws.
    3. Route the wire harness and install the pin-type retainer to the seat cushion pan.



4. **⚠ CAUTION: Inspect the occupant classification sensor assembly and seat cushion frame for any foreign objects before installing the occupant classification sensor assembly to the seat cushion frame. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

    Vehicles having the original occupant classification sensor installed, position the bladder and install the pin-type retainers.



5. **⚠ CAUTION: Inspect the seat cushion pad and seat cushion trim cover for any foreign objects, before installing the seat trim cover to the seat cushion pad. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

    ⚠ CAUTION: If replacing only the front passenger seat cushion trim cover, the occupant classification sensor must be rezeroed.

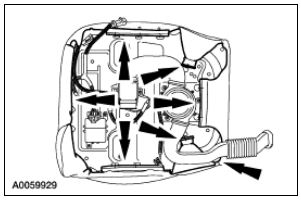
    Install the cushion trim cover to the cushion foam pad.

6. **⚠ CAUTION: Inspect the seat cushion frame and seat cushion pad for any foreign objects before installing the cushion pad and trim cover assembly to the seat cushion frame. If any foreign objects are found, remove them. Failure to do so may result in personal injury, in the event of an air bag deployment.**

    Attach the seat cushion trim cover retainers to the seat cushion frame.

    - For vehicles having a service part occupant classification sensor installed, position the seat cushion trim cover with foam pad and OCS bladder to the seat cushion frame and attach the trim cover to the frame.
    - For vehicles having the original occupant classification sensor installed, position the seat cushion trim cover with foam pad to the seat cushion frame and attach the trim cover to the

frame.

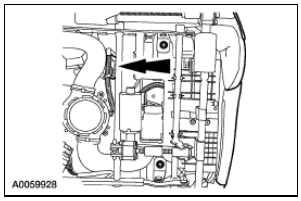


Item 2: Seat Cushion Assembly Installation Note

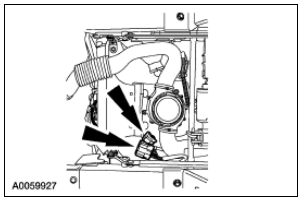
1. Align the seat cushion assembly to the seat track.

Item 7: Connector Installation Note

1. Connect and attach the blower motor electrical connector to the seat cushion frame.

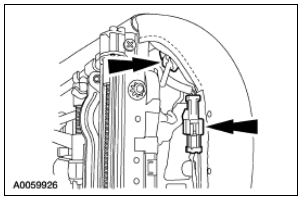


2. Attach the connectors to the seat cushion frame.



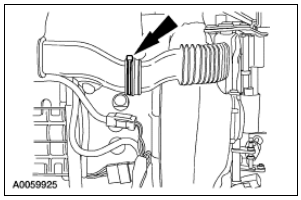
Item 8: Connector Installation Note

1. Connect the two electrical connectors.



Item 9: Climate Control Duct Installation Note

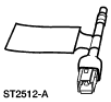
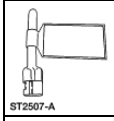
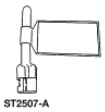
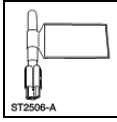
1. Attach the climate control duct and secure it with a tie strap.



Seat Position Sensor

Printable View (129 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Removal and Installation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. Position the seat cushion all the way up.

2. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel,**

console, door latches, strikers, seats and hood latches.

The first row side impact sensors are located at or near the base of the B-pillars.

The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

Disconnect the battery ground cable (14301) and wait at least one minute. For additional information, refer to Section 414-00 .

3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

4. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

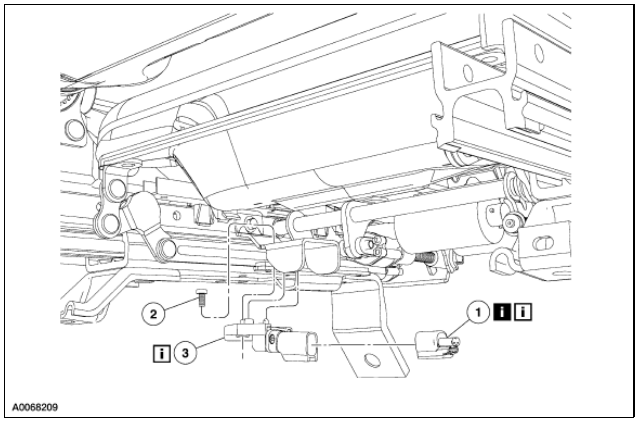
   Remove the driver seat. For additional information, refer to Section 501-10 .

5. Remove the components in the order indicated in the following illustration and table.

6. **NOTE:** The seat position sensor is mounted at the LH rear of the seat track.

   NOTE: Make sure the battery negative cable is still disconnected before continuing with the installation portion of this procedure.

   To install, reverse the removal procedure.



Item	Part Number	Description
1	14B719	Connector Removal Note
1	14B719	Connector Installation Note
2		Screw
3	14B416	

		Seat position sensor Installation Note

7. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the seat removal and installation procedure.**

   Install the driver seat. For additional information, refer to Section 501-10 .

   - After installation, position the driver seat from its forward most position to its rearmost position and then back again. While positioning the seat, make sure that the seat position sensor, the magnet and bracket or the wire harness do not come in contact with any other part of the seat that may cause damage.

8. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

9. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of this section.

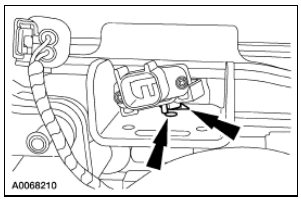
Item 1: Connector Removal Note

1. **NOTE:** Make note of the wire harness routing for installation purposes.

   Disconnect the seat position sensor electrical connector.

Item 3: Seat Position Sensor Installation Note

1. Align the seat position sensor locator tabs to the openings in the bracket.



Item 1: Connector Installation Note

1. **NOTE:** Route the wire harness as noted during removal.

   Connect the seat position sensor electrical connector.

Frame and Body Mounting System Component Location Index

Printable View (92 KB)

Printable View (9 KB)

Torque Specifications

Description	Nm	lb-ft	lb-in
Air conditioner line bracket bolt	10		89
Control arm cam nuts	175	129	
Engine support crossmember bolts	103	76	
Engine mount nuts	63	46	
Front I-brace bolts (front)	55	41	
Front I-brace bolts (rear)	30	22	
Front I-brace bracket shoulder bolts	30	22	
Front stabilizer bar link nuts	55	41	
Steering gear bolts	103	76	
Radiator support crossmember bolts	103	76	
Rear shock mount bolts	133	98	
Rear subframe bolts	103	76	
Rear brake line fitting	20	15	
Rear brake line bracket bolt	20	15	

Frame and Body Mounting

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Radiator Support Crossmember

The radiator support crossmember is bolted to the body and is used to:

- aid in structural support.
- provide mounting surfaces for the front of the front suspension control arms.
- provide a mounting point for the front stabilizer bar.
- support the radiator.

Engine Support Crossmember

The engine support crossmember is bolted to the body and is used to:

- aid in structural support.
- provide mounting surfaces for the rear of the front suspension control arms.
- provide a mounting point for the engine isolators.
- provide a mounting point for the underbody stiffener.

Front I-Brace and Bracket Assembly

The I-brace and bracket assemblies are bolted to the body and the engine crossmember and are used to:

- provide support for the engine crossmember.
- stiffen the underbody.

Rear Subframe

The rear subframe is bolted to the body and is used to:

- aid in structural support.
- provide mounting surfaces for the rear suspension bar.
- provide mounting surfaces for the rear axle differential.
- provide a mounting point for the rear stabilizer.

If the rear subframe bushings become worn or damaged a new rear subframe must be installed as a unit. New rear subframe bushings cannot be installed.

Body Misalignment Check

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⚠ CAUTION: Do not attempt to correct any serious misalignment with one pulling/pushing operation. Damage to the structure could occur.

⚠ CAUTION: In case of severe or sharp bends, it may be necessary to use heat. Any attempt to cold-straighten a severely bent bracket may cause ruptures of the welds. It may also cause cracks in the bent part. Never heat the area to more than 650°C (1,202°F). Always use temperature-indicating crayons when applying heat to any part.

NOTE: All measurements should be made from the bare metal; remove the trim and bumper covers as necessary.

1. Repair the badly damaged areas before taking measurements for underbody alignment.

2. To check the underbody alignment, take the measurements between opposite reference points, such as crease lines or weld joints.

3. Monitor the upper body structure for excessive stress or movement while making any corrections to the underbody structure. Remove the windshield and back glass to prevent breakage. For additional information, refer to Section 501-00 .

Underbody Misalignment Check Printable View (80 KB)

1. The dimensions of the underbody must be restored to provide the correct front and rear wheel alignment geometry.

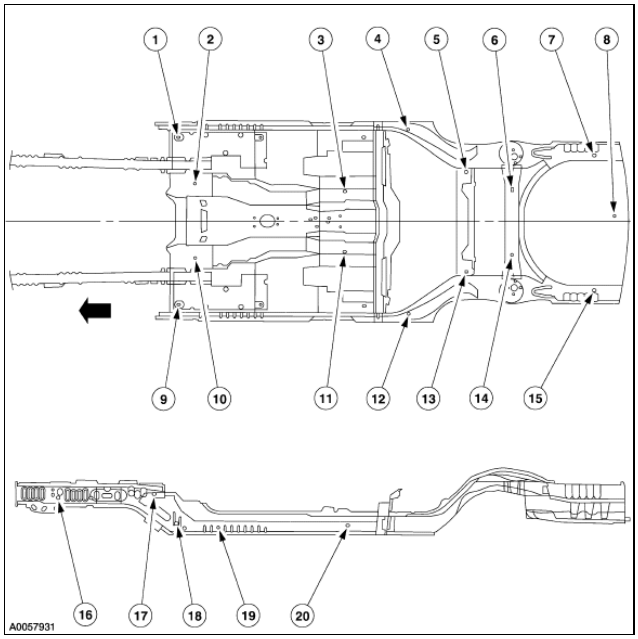
2. All the dimensions are measured between the centers of the existing holes in the underbody unless otherwise specified.

3. Inspect all underbody structural members for cracks, twists or bends. Check all welded connections for cracks. Inspect the support brackets for looseness. Carry out any necessary repairs or install new components as necessary.

4. The X axis is referenced from the front of the vehicle. The Y axis is referenced from the center line of the vehicle.

   Underbody Dimensions

Dimension	X axis mm(in)	Y axis mm(in)
1	2,044.59 mm (80.49 in)	614 mm (24.17 in)
2	2,164 mm (85.19 in)	273 mm (10.74 in)
3	3,258 mm (128.26 in)	224 mm (8.81 in)
4	3,275 mm (128.73 in)	675 mm (26.57 in)
5	4,150 mm (163.38 in)	365 mm (14.37 in)
6	4,490 mm (176.77 in)	240 mm (9.44 in)
7	5,100 mm (200.78 in)	500 mm (19.68)
8	5,250 mm (206.69 in)	50 mm (1.96)
9	2,044.59 mm (80.49 in)	614 mm (24.17 in)
10	2,164 mm (85.19 in)	273 mm (10.74 in)
11	3,258 mm (128.26 in)	224 mm (8.81 in)
12	3,725 mm (146.65 in)	675 mm (26.57 in)
13	4,150 mm (163.38 in)	365 mm (14.37 in)
14	4,490 mm (176.77 in)	240 mm (9.44 in)
15	5,100 mm (200.78 in)	500 mm (19.68 in)
16	1,118 mm (44.01 in)	
17	1,825 mm (71.85 in)	
18	1,990 mm (78.34 in)	
19	2,300 mm (90.55 in)	
20	3,258 mm (128.26 in)	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Crossmember

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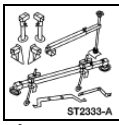
Special Tool(s)

 ST2333-A	Three Bar Engine Support Kit 303-F072

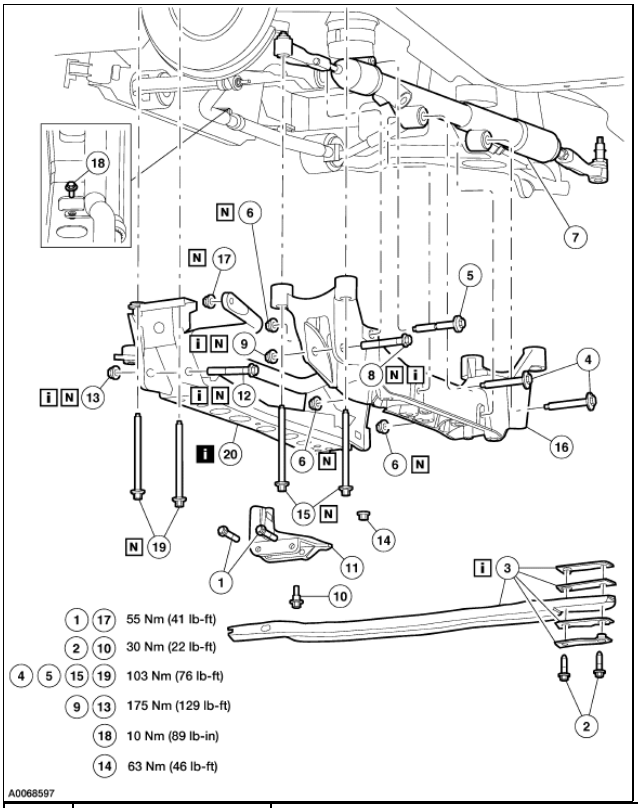
⚠ CAUTION: Suspension fasteners are critical parts because they affect the performance of vital components and systems and their failure can result in major repair expense. A new part with the same part number must be installed if installation is necessary. Do not use a new part of lesser quality or substitute design. Torque values must be used as specified during reassembly to make sure of correct retention of these parts.

NOTE: New cam bolts and lock nuts must be installed whenever they are removed from the lower control arm.

1. If removing the engine support crossmember, use the special tool to support the engine.
2. Remove the front tire and wheel assemblies. For additional information, refer to Section 204-00 .
3. Remove the front valance panels.
4. Remove the radiator sight shield.
5. If removing the radiator support crossmember, support the radiator.
6. To remove individual components, only carry out the listed steps.

Component	Steps
I-brace	1-3
I-brace bracket	1-11
Engine support crossmember	1-16
Radiator support crossmember	1-11,17-20

7. Remove the components in the order indicated in the folowing illustration and table.



Item	Part Number	Description
1	W500727-S426	I-brace front bolts (2 each side)
2	N806899-S60	I-brace rear bolts (2 each side)
3	5A099	I-brace (LH) Installation Note
3	5A098	I-brace (RH) Installation Note
4	W705112-S426	Steering gear bolts (2 req'd)
5	W705051-S426	Steering gear bolt
6	W520214-S60	Steering gear nuts (3 req'd)
7	3504	Steering gear
8	38236	Control arm rear cam bolts (2 each side) Installation Note
9	W105518-S427	Control arm rear cam bolt nuts (2 each side) Installation Note
10	W707308-S426	I-brace bracket shoulder bolt
11	5A144	I-brace bracket (LH)
11	5A143	I-brace bracket (RH)
12	38236	Control arm front cam bolts (2 each side) Installation Note
13	W105518-S427	Control arm front cam bolt nuts (2 each side) Installation Note
14	N621942-S	Engine mount nuts (2 req'd)
15	W706329-S426	Engine support crossmember bolts (2 each side)
16	5025	Engine support crossmember
17	W520213-S	Sway brace link nuts (1 each side)
18	W705968-S	Air conditioner line bracket bolt

19	W708091-S426	Radiator crossmember bolts (4 req'd)
20	5019	Radiator crossmember Removal Note

8. To install, reverse the removal procedure.

Item 20: Radiator Crossmember Removal Note

1. On vehicles with V8 engines disconnect the block heater cable from the crossmember.

Item 3: I-brace Installation Note

1. Loosely install the front bolts and then the rear bolts. Then tighten them to specifications.

2. Make sure that all 4 insulators are correctly installed.

Item 8, 9, 12, 13: Lower Control Arm Nuts and Bolts Installation Note

1. A front end wheel alignment is required when these bolts are removed. For additional information refer to Section 204-00 .

Subframe

Printable View (158 KB)

1. Drain the fuel tank. For additional information, refer to Section 310-00 .

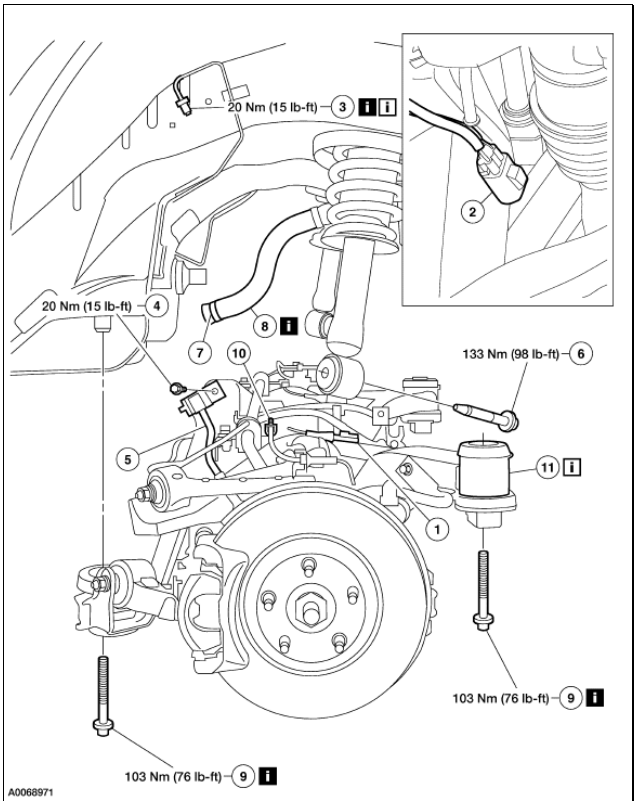
2. **NOTE:** If a new rear subframe is to be installed, the differential and halfshafts must be removed prior to removal of the rear subframe. For all other procedures, the differential, halfshafts and rear subframe are to be removed as an assembly.

   If installing a new subframe, remove the rear axle differential case. For additional information, refer to Section 205-00 .

3. If removing the subframe, remove the drive shaft. For additional information, refer to Section 205-00 .

4. If removing the subframe, remove the rear wheel and tire assemblies. For additional information, refer to Section 204-00 .

5. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	2C190	Anti-lock brake connector (2 req'd)
2	14A464	Electric parking brake electrical connector
3		Brake line fitting (part of 2C287) (2 req'd) Removal Note
3		Brake line fitting (part of 2C287) (2 req'd) Installation Note
4	N802191-S	Bolt (2 req'd)

5	2A442	Brake line (2 req'd)
6	W704884-S426	Strut bolt (2 req'd.)
7	N808238-S	Hose clamp
8	9047	Fuel filler hose Removal Note
9	W706614-S426	Sub frame mount bolts (4 req'd) Removal Note
10	2K	Pin-type retainer (two req'd)
11	5D042	Subframe and bushings assembly Installation Note

6. To install, reverse the removal procedure.

Item 3: Brake Line Fittings Removal Note

⚠ WARNING: Use of any other than approved DOT 3 or DOT 4 brake fluid will cause permanent damage to brake components and will render the brakes inoperative.

⚠ WARNING: Brake fluid contains polyglycol ethers and polyglycols. Avoid contact with eyes. Wash hands thoroughly after handling. If brake fluid contacts eyes, flush eyes with running water for 15 minutes. Get medical attention if irritation persists. If taken internally, drink water and induce vomiting. Get medical attention immediately.

⚠ CAUTION: Brake fluid is harmful to painted and plastic surfaces. If brake fluid is spilled onto a painted or plastic surface, immediately wash it with water.

⚠ CAUTION: Do not allow the brake master cylinder reservoir to run dry during the bleeding operation. Keep the brake master cylinder reservoir filled with the specified brake fluid. Never reuse the brake fluid that has been drained from the hydraulic system.

1. Make sure to cap off all fluid lines and hoses.

Item 8: Fuel FIller Hose Removal Note

⚠ CAUTION: Prior to the removal of the fuel filler hose, care must be taken to avoid spillage of the residual fuel.

1. Disconnect the fuel filler hose from the fuel tank.

Item 9: Subframe Mount Bolts Removal Note

1. Paint or mark the position of the subframe to the body for assembly reference.

Item 3: Brake Line Fittings Installation Note

1. After the subframe is installed, bleed the brake system. For additional information, refer to Section 206-00 .

Item 11: Subframe And Bushings Assembly Installation Note

1. Use care not to damage the fuel tank when raising the subframe assembly.

2. If installing a new subframe, transfer the park brake assembly. For additional information, refer to Section 206-00 .

3. If installing a new subframe and bushings assembly, center the subframe on the body mounts.

4. When installing a new subframe and bushings assembly, transfer all the suspension components and carry out a wheel alignment. For additional information, refer to Section 204-00 .

Printable View (8 KB)

General Specifications

Item	Specification
Lubricants and Sealants	
SAE 5W-20 Super Premium Motor Oil XO-5W20-QSP	WSS-M2C153-H
Gasoline Engine Oil Dye 164-R3705	ESE-M99C103-B1
Threadlock® 262 E2FZ-19554-B	WSK-M2G351-A6

Engine Printable View (10 KB)

⚠ WARNING: To avoid the possibility of personal injury or damage to the vehicle, do not operate the engine with the hood open until the fan blade has been examined for possible cracks and separation.

NOTE: Specifications show the expected minimum or maximum condition. Refer to the appropriate section in Group 303 for the procedure.

NOTE: If a component fails to meet the specifications, it is necessary to install a new component or refinish. If the component can be refinished, wear limits are provided as an aid to making a decision. A new component must be installed for any component that fails to meet specifications and cannot be refinished.

NOTE: This section contains information, steps and procedures that may not be specific to your engine.

This section covers general procedures and diagnosis and testing of the engine system, except for exhaust emission control devices, which are covered in the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

The engine incorporates the following features. Refer to the appropriate section in Group 303 for the procedure.

- a crankcase ventilation or breather system.
- an exhaust emission control system.
- an evaporative emission control system.

Some engines incorporate a fail-safe cooling system. Refer to the appropriate section in Group 303 for the procedure.

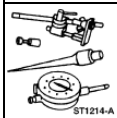
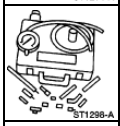
The engine, fuel system, ignition system, emissions system and exhaust system all affect exhaust emission levels and must be maintained according to the maintenance schedule. Refer to the scheduled Maintenance Guide.

Correct engine identification is required to order parts. Refer to the appropriate section in Group 303 for the procedure.

For complete vehicle and engine identification codes, refer to Section 100-00 .

Engine Printable View (131 KB)

Special Tool(s)

ST1299-A	Quick Disconnect Compression Tester 134-R0212 or equivalent
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent
 ST1298-A	Engine Cylinder Leak Detection/Air Pressurization Kit 014-00708 or equivalent
ST1296-A	Oil Pressure Gauge 303-088 (T73L-6600-A)
ST1300-A	12 Volt Master UV Diagnostic Inspection Kit 164-R0756 or equivalent (Leak Detector)
ST1297-A	Vacuum/Pressure Tester 164-R0253 or equivalent

Inspection and Verification

1. Verify the customer concern by operating the engine to duplicate the condition.
2. Visually inspect for obvious signs of mechanical damage. Refer to the following chart.

   Visual Inspection Chart

Mechanical
• Engine coolant leaks • Engine oil leaks • Fuel leaks • Damaged or severely worn parts • Loose mounting bolts, studs and nuts

3. If the inspection reveals obvious concerns that can be readily identified, repair as necessary.
4. If the concerns remain after the inspection, determine the symptoms. GO to Symptom Chart .

Symptom Chart

Symptom Chart

Component Tests

Engine Oil Leaks

NOTE: When diagnosing engine oil leaks, the source and location of the leak must be positively identified prior to repair.

Prior to carrying out this procedure, clean the cylinder block, cylinder heads, valve covers, oil pan and flywheel with a suitable solvent to remove all traces of oil.

Engine Oil Leaks Fluorescent Oil Additive Method

Use the 12 Volt Master UV Diagnostic Inspection Kit to carry out the following procedure for oil leak diagnosis.

1. Clean the engine with a suitable solvent to remove all traces of oil.

2. Add Gasoline Engine Oil Dye 164-R3705 meeting Ford specification ESE-M99C103-B1 or equivalent to the engine oil. Use a minimum 14.8 ml (0.5 ounce) to a maximum 40 ml (1.35 ounce) of fluorescent additive to all engines.

3. Run the engine for 15 minutes. Stop the engine and inspect all seal and gasket areas for leaks using the 12 Volt Master UV Diagnostic Inspection Kit. A clear bright yellow or orange area will identify the leak. For extremely small leaks, several hours may be necessary for the leak to appear.

Leakage Points Underhood

Examine the following areas for oil leakage:

- valve cover gaskets
- cylinder head gaskets
- oil cooler, if equipped
- oil filter adapter
- engine front cover
- oil filter adapter and filter body
- oil level indicator tube connection
- oil pressure sensor

Leakage Points Under Engine, With Vehicle on Hoist

- oil pan gaskets
- oil pan sealer
- sump sealer 8 cyl.
- engine front cover gasket
- crankshaft front seal
- crankshaft rear oil seal
- oil filter adapter and filter body
- oil cooler, if equipped

Leakage Points With Transmission and Flywheel Removed

- crankshaft rear oil seal
- rear main bearing cap parting line
- flexplate mounting bolt holes (with flexplate installed)
- pipe plugs at the end of oil passages

Oil leaks at crimped seams in sheet metal parts and cracks in cast or stamped parts can be detected when using the dye method.

Compression Test Compression Gauge Check

1. Make sure the oil in the crankcase is of the correct viscosity and at the correct level and that the battery is correctly charged. Operate the vehicle until the engine is at normal operating temperature. Turn the ignition switch to the OFF position, then remove all the spark plugs.

2. Set the throttle plates in the wide-open position.

3. Install a compression gauge such as the Compression Tester in the No. 1 cylinder.

4. Install an auxiliary starter switch in the starting circuit. With the ignition switch in the OFF position, and using the auxiliary starter switch, crank the engine a minimum of five compression strokes and record the highest reading. Note the approximate number of compression strokes necessary to obtain the highest reading.

5. Repeat the test on each cylinder, cranking the engine approximately the same number of compression strokes.

Compression Test Test Results

The indicated compression pressures are considered within specification if the lowest reading cylinder is at least 75 percent of the highest reading. For additional information, refer to the Compression Pressure Limit Chart.

Compression Pressure Limit Chart

Maximum Pressure	Minimum Pressure	Maximum Pressure	Minimum Pressure	Maximum Pressure	Minimum Pressure	Maximum Pressure	Minimum Pressure
924 kPa (134 psi)	696 kPa (101 psi)	1131 kPa (164 psi)	848 kPa (123 psi)	1338 kPa (194 psi)	1000 kPa (146 psi)	1544 kPa (224 psi)	1158 kPa (168 psi)
938 kPa (136 psi)	703 kPa (102 psi)	1145 kPa (166 psi)	855 kPa (124 psi)	1351 kPa (196 psi)	1014 kPa (147 psi)	1558 kPa (226 psi)	1165 kPa (169 psi)
952 kPa (138 psi)	717 kPa (104 psi)	1158 kPa (168 psi)	869 kPa (126 psi)	1365 kPa (198 psi)	1020 kPa (148 psi)	1572 kPa (228 psi)	1179 kPa (171 psi)
965 kPa (140 psi)	724 kPa (106 psi)	1172 kPa (170 psi)	876 kPa (127 psi)	1379 kPa (200 psi)	1034 kPa (150 psi)	1586 kPa (230 psi)	1186 kPa (172 psi)
979 kPa (142 psi)	738 kPa (107 psi)	1186 kPa (172 psi)	889 kPa (129 psi)	1303 kPa (202 psi)	1041 kPa (151 psi)	1600 kPa (232 psi)	1200 kPa (174 psi)
933 kPa (144 psi)	745 kPa (109 psi)	1200 kPa (174 psi)	903 kPa (131 psi)	1407 kPa (204 psi)	1055 kPa (153 psi)	1055 kPa (153 psi)	1207 kPa (175 psi)

1007 kPa (146 psi)	758 kPa (110 psi)	1214 kPa (176 psi)	910 kPa (132 psi)	1420 kPa (206 psi)	1062 kPa (154 psi)	1627 kPa (154 psi)	1220 kPa (177 psi)
1020 kPa (148 psi)	765 kPa (111 psi)	1227 kPa (178 psi)	917 kPa (133 psi)	1434 kPa (208 psi)	1075 kPa (156 psi)	1641 kPa (238 psi)	1227 kPa (178 psi)
1034 kPa (150 psi)	779 kPa (113 psi)	1241 kPa (180 psi)	931 kPa (135 psi)	1448 kPa (210 psi)	1083 kPa (157 psi)	1655 kPa (240 psi)	1241 kPa (180 psi)
1048 kPa (152 psi)	786 kPa (114 psi)	1255 kPa (182 psi)	936 kPa (136 psi)	1462 kPa (212 psi)	1089 kPa (158 psi)	1669 kPa (242 psi)	1248 kPa (181 psi)
1062 kPa (154 psi)	793 kPa (115 psi)	1269 kPa (184 psi)	952 kPa (138 psi)	1476 kPa (214 psi)	1103 kPa (160 psi)	1682 kPa (244 psi)	1262 kPa (183 psi)
1076 kPa (156 psi)	807 kPa (117 psi)	1282 kPa (186 psi)	965 kPa (140 psi)	1489 kPa (216 psi)	1117 kPa (162 psi)	1696 kPa (246 psi)	1269 kPa (184 psi)
1089 kPa (158 psi)	814 kPa (118 psi)	1296 kPa (188 psi)	972 kPa (141 psi)	1503 kPa (218 psi)	1124 kPa (163 psi)	1710 kPa (248 psi)	1202 kPa (186 psi)
1103 kPa (160 psi)	827 kPa (120 psi)	1310 kPa (190 psi)	979 kPa (142 psi)	1517 kPa (220 psi)	1138 kPa (165 psi)	1724 kPa (250 psi)	1289 kPa (187 psi)
1110 kPa (161 psi)	834 kPa (121 psi)	1324 kPa (192 psi)	993 kPa (144 psi)	1631 kPa (222 psi)	1145 kPa (166 psi)		

If one or more cylinders reads low, squirt approximately one tablespoon of engine oil meeting Ford specification on top of the pistons in the low-reading cylinders. Repeat the compression pressure check on these cylinders.

Compression Test Interpreting Compression Readings

1. If compression improves considerably, piston rings are worn or damaged.

2. If compression does not improve, valves are sticking or not seating correctly.

3. If two adjacent cylinders indicate low compression pressures and squirting oil on each piston does not increase compression, the head gasket may be leaking between cylinders. Engine oil or coolant in cylinders could result from this condition.
   Use the Compression Pressure Limit Chart when checking cylinder compression so that the lowest reading is within 75 percent of the highest reading.

Cylinder Leakage Detection

When a cylinder produces a low reading, use of the Engine Cylinder Leak Detection/Air Pressurization Kit will be helpful in pinpointing the exact cause.

The leakage detector is inserted in the spark plug hole, the piston is brought up to dead center on the compression stroke, and compressed air is admitted.

Once the combustion chamber is pressurized, a special gauge included in the kit will read the percentage of leakage. Leakage exceeding 20 percent is excessive.

While the air pressure is retained in the cylinder, listen for the hiss of escaping air. A leak at the intake valve will be heard in the throttle body. A leak at the exhaust valve can be heard at the tailpipe. Leakage past the piston rings will be audible at the positive crankcase ventilation (PCV) connection. If air is passing through a blown head gasket to an adjacent cylinder, the noise will be evident at the spark plug hole of the cylinder into

which the air is leaking. Cracks in the cylinder block or gasket leakage into the cooling system may be detected by a stream of bubbles in the radiator.

Oil Consumption Test

The following diagnostic procedure is used to determine the source of excessive internal oil consumption.

1. **NOTE:** High speed driving, towing, high ambient temperature and other factors may result in greater oil use.

   Define excessive oil consumption, such as the number of miles driven per liter (quart) of oil used. Also determine customer's driving habits, such as sustained high speed operation, towing, extended idle and other considerations.

2. Verify that the engine has no external oil leak as described under Engine Oil Leaks in the Diagnosis and Testing portion of this section.

3. Verify that the engine has the correct oil level dipstick.

4. Verify that the engine is not being run in an overfilled condition. Check the oil level at least five minutes after a hot shutdown with the vehicle parked on a level surface. In no case should the level be above MAX or the letter F in FULL. If significantly overfilled, carry out Steps 6a through 6d.

5. Verify the spark plugs are not oil saturated. If the spark plugs are oil saturated and compression is good it can be assumed the valve seals or valve guides are at fault.

6. Carry out an oil consumption test:

a. Drain the engine oil, remove the oil filter and refill with one liter (quart) less than the recommended amount.
b. Run the engine for three minutes (10 minutes if cold), and allow the oil to drain back for at least five minutes with the vehicle on a level surface.
c. Remove oil level dipstick and wipe clean. (Do not wipe with anything contaminated with silicone compounds.) Reinstall the oil level dipstick, being sure to seat it firmly in the oil level indicator tube. Remove the oil level dipstick and draw a mark on the back (unmarked) surface at the indicated oil level. This level should be about the same as the MIN or ADD mark on the face of the oil level dipstick.
d. Add one liter (quart) of oil. Restart the engine and allow to idle for at least two minutes. Shut off the engine and allow the oil to drain back for at least five minutes. Mark the oil level dipstick, using the procedure above.
e. Record the vehicle mileage.
f. Instruct the customer to drive the vehicle as usual and carry out the following:
   - Check the oil level regularly at intervals of 160 to 240 km (100-150 miles).
   - Return to the repair point when the oil level drops below the lower (MIN or ADD) mark on the oil level dipstick.
   - Add only full liters (quarts) of the same oil in an emergency. Note the mileage at which the oil is added.
g. Check the oil level under the same conditions and at the same location as in Steps 5c and 5d.
   - Measure the distance from the oil level to the UPPER mark on the oil level dipstick and record.
   - Measure the distance between the two scribe marks and record.
   - Divide the first measurement by the second.
   - Divide the distance driven during the oil test by the result. This quantity is the approximate

oil consumption rate in kilometers per liter or in miles per quart.

h. If the oil consumption rate is unacceptable, go to Step 7.

7. Check the crankcase ventilation or breather system.

8. Check for plugged oil drain-back holes in the cylinder heads and cylinder block.

9. If the condition still exists after carrying out the above steps, go to Step 10.

10. Carry out a cylinder compression test or cylinder leak detection test with Engine Cylinder Leak Detection/Air Pressurization Kit. This can help determine the source of oil consumption such as valves, piston rings or other areas.

11. **NOTE:** After determining if new parts should be installed, make sure correct new parts are used.

    Check valve guides for excessive guide clearance. Install new valve stem seals after verifying valve guide clearance.

12. Worn or damaged internal engine components can cause excessive oil consumption. Small deposits of oil on the tips of spark plugs can be a clue to internal oil consumption. If internal oil consumption still persists, proceed as follows:

    a. Remove the engine from the vehicle and place it on an engine work stand. Remove the intake manifolds, cylinder heads, oil pan and oil pump.
    b. If damage is found, install a new short block assembly.

13. Repeat the oil consumption test (Step 6) to confirm the oil consumption concern has been resolved.

Intake Manifold Vacuum Test

Bring the engine to normal operating temperature. Connect the Vacuum/Pressure Tester to the intake manifold. Run the engine at the specified idle speed.

The vacuum gauge should read between 51-74 kPa (15-22 in-Hg) depending upon the engine condition and the altitude at which the test is conducted. Subtract 4.0193 kPa (1 in-Hg) from the specified reading for every 304.8 m (1,000 feet) of elevation above sea level.

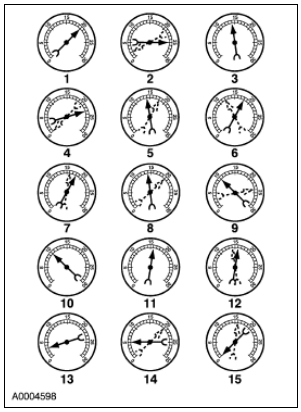
The reading should be steady. If necessary, adjust the gauge damper control (where used) if the needle is fluttering rapidly. Adjust the damper until the needle moves easily without excessive flutter.

Intake Manifold Vacuum Test Interpreting Vacuum Gauge Readings

A careful study of the vacuum gauge reading while the engine is idling will help pinpoint trouble areas. Always conduct other appropriate tests before arriving at a final diagnostic decision. Vacuum gauge readings, although helpful, must be interpreted carefully.

Most vacuum gauges have a normal band indicated on the gauge face.

The following are potential gauge readings. Some are normal; others should be investigated further.



1. NORMAL READING: Needle between 51-74 kPa (15-22 in-Hg) and holding steady.

2. NORMAL READING DURING RAPID ACCELERATION AND DECELERATION: When the engine is rapidly accelerated (dotted needle), the needle will drop to a low reading (not to zero). When the throttle is suddenly released, the needle will snap back up to a higher than normal figure.

3. NORMAL FOR HIGH-LIFT CAMSHAFT WITH LARGE OVERLAP: The needle will register as low as 51 kPa (15 in-Hg) but will be relatively steady. Some oscillation is normal.

4. WORN RINGS OR DILUTED OIL: When the engine is accelerated (dotted needle), the needle drops to 0 kPa (0 in-Hg). Upon deceleration, the needle runs slightly above 74 kPa (22 in-Hg).

5. STICKING VALVES: When the needle (dotted) remains steady at a normal vacuum but occasionally flicks (sharp, fast movement) down and back about 13 kPa (4 in-Hg), one or more valves may be sticking.

6. BURNED OR WARPED VALVES: A regular, evenly-spaced, downscale flicking of the needle indicates one or more burned or warped valves. Insufficient valve clearance will also cause this reaction.

7. POOR VALVE SEATING: A small but regular downscale flicking can mean one or more valves are not seating.

8. WORN VALVE GUIDES: When the needle oscillates over about a 13 kPa (4 in-Hg) range at idle speed, the valve guides could be worn. As engine speed increases, the needle will become steady if guides are responsible.

9. WEAK VALVE SPRINGS: When the needle oscillation becomes more violent as engine rpm is increased, weak valve springs are indicated. The reading at idle could be relatively steady.

10. LATE VALVE TIMING: A steady but low reading could be caused by late valve timing.

11. IGNITION TIMING RETARDING: Retarded ignition timing will produce a steady but somewhat low reading.

12. INSUFFICIENT SPARK PLUG GAP: When spark plugs are gapped too close, a regular, small pulsation of the needle can occur.

13. INTAKE LEAK: A low, steady reading can be caused by an intake manifold or throttle body gasket leak.

14. BLOWN HEAD GASKET: A regular drop of fair magnitude can be caused by a blown head gasket or warped cylinder head-to-cylinder block surface.

15. RESTRICTED EXHAUST SYSTEM: When the engine is first started and is idled, the reading may be normal, but as the engine rpm is increased, the back pressure caused by a clogged muffler, kinked tailpipe or other concerns will cause the needle to slowly drop to 0 kPa (0 in-Hg). The needle then may slowly rise. Excessive exhaust clogging will cause the needle to drop to a low point even if the engine is only idling.

16. When vacuum leaks are indicated, search out and correct the cause. Excess air leaking into the system will upset the fuel mixture and cause concerns such as rough idle, missing on acceleration or burned valves. If the leak exists in an accessory unit such as the power brake booster, the unit will not function correctly. Always fix vacuum leaks.

Excessive Engine Oil Consumption

The amount of oil an engine uses will vary with the way the vehicle is driven in addition to normal engine-to-engine variation. This is especially true during the first 16,100 km (10,000 miles) when a new engine is being broken in or until certain internal engine components become conditioned. Vehicles used in heavy-duty operation may use more oil. The following are examples of heavy-duty operation:

- trailer towing applications
- severe loading applications
- sustained high speed operation

Engines need oil to lubricate the following internal components:

- cylinder block cylinder walls
- pistons and piston, pin and rings
- intake and exhaust valve stems
- intake and exhaust valve guides
- all internal engine components

When the pistons move downward, a thin film of oil is left on the cylinder walls. As the vehicle is operated, some oil is also drawn into the combustion chambers past the intake and exhaust valve stem seals and burned.

The following is a partial list of conditions that can affect oil consumption rates:

- engine duty cycle
- operator driving habits
- ambient temperature
- quality and viscosity of the oil
- oil filler cap not seated
- oil level indicator not seated

Operation under varying conditions can frequently be misleading. A vehicle that has been run for several thousand miles on short trips or in below-freezing ambient temperatures may have consumed a "normal" amount of oil. However, when checking the engine oil level, it may measure up to the FULL or MAX on the oil level dipstick due to dilution (condensation and fuel) in the engine crankcase. The vehicle might then be driven at high speeds on the highway where the condensation and fuel boil off. The next time the engine oil is checked, it may appear that a liter (quart) of oil was used in about 160 km (100 miles). This perceived 160 km (100 miles) per liter (quart) oil consumption rate causes customer concern even though the actual overall oil consumption rate is about 2400 km (1500 miles) per liter (quart).

Make sure the selected engine oil meets the current recommended API performance category with SAE viscosity grade as shown in the vehicle Owner Literature. It is also important that the engine oil is changed at the intervals specified. For additional information, refer to the Vehicle Owner Literature.

Oil Pressure Test

1. Disconnect and remove the oil pressure sensor (9278) from the engine.
2. Connect the Engine Oil Pressure Gauge to the oil pressure sender oil galley port.
3. Run the engine until normal operating temperature is reached.
4. Run the engine at the specified rpm and record the gauge reading.
5. The oil pressure should be within specifications; For additional information, refer to the specification chart in the appropriate engine section.
6. If the pressure is not within specification, check the following possible sources:
    - insufficient oil
    - oil leakage
    - worn or damaged oil pump
    - oil pump screen cover and tube
    - excessive main bearing clearance
    - excessive connecting rod bearing clearance
    - VCT system leak
    - chain tensioner leak

Valve Train Analysis Engine Off, Valve Cover Removed

Check for damaged or severely worn parts and correct assembly. Make sure correct parts are used with the static engine analysis as follows.

Valve Train Analysis Engine Off

- Check for loose mounting bolts on camshaft caps.
- Check valve shim to camshaft gap.

Valve Train Analysis Engine Off, Camshaft Engines

- Check for broken or damaged parts.

Valve Train Analysis Valve Springs

- Check for broken or damaged parts.

Valve Train Analysis Engine Off, Valve Spring Retainer and Valve Spring Retainer Keys

- Check for correct seating of the valve spring retainer key on the valve stem and in valve spring retainer.
- Check for correct seating on the valve stem.

Valve Train Analysis Engine Off, Valves and Cylinder Head

- Check for plugged oil drain back holes.
- Check for worn or damaged valve tips.
- Check for missing or damaged valve stem seals or guide-mounted valve stem seal.
- Check valve tappet shim gap.
- Check for missing or worn valve spring seats.
- Check for plugged oil metering orifice in cylinder head oil reservoir (if equipped).

Static checks (engine off) are to be made on the engine prior to the dynamic procedure.

Valve Train Analysis Engine Off, Camshaft Lobe Lift OHC Engines

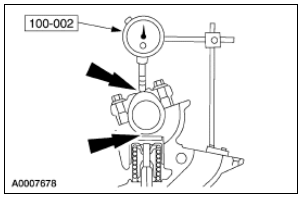
Check the lift of each camshaft lobe in consecutive order and make a note of the readings.

1. Remove the valve covers.

2. Remove the spark plugs.

3. Install the special tool so the rounded tip of indicator is on top of the camshaft lobe and on the same plane as the valve tappet.

4. Rotate the crankshaft using a breaker bar and socket attached to the crankshaft pulley retainer bolt. Rotate the crankshaft until the base circle of the camshaft lobe is reached.



5. Zero the dial indicator. Continue to rotate the crankshaft until the high-lift point of the camshaft lobe is in the fully-raised position (highest indicator reading).

6. To check the accuracy of the original indicator reading, continue to rotate crankshaft until the base circle is reached. The indicator reading should be zero. If zero reading is not obtained, repeat Steps 1 through 6.

7. Install the spark plugs.

8. Install the valve covers.

Valve Train Analysis Engine Off, Valve Tappet

Valve tappet noise can be caused by any of the following:

- excessive valve tappet shim gap
- excessive valve guide wear

Excessive collapsed valve tappet shim gap can be caused incorrect initial adjustment or wear of valve tappet shim face.

For additional information, refer to the valve train shim and gap inspection procedure in the appropriate engine section.

Sprockets

Printable View (36 KB)

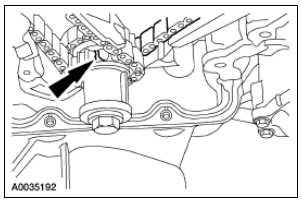
1. **WARNING: To avoid the possibility of personal injury or damage to the vehicle, do not operate the engine with the hood open until the fan blade has been examined for possible cracks and separation. Failure to follow these instructions may result in personal injury.**

   NOTE: Specifications show the expected minimum or maximum condition.

   NOTE: If a component fails to meet the specifications, it is necessary to install a new component or refinish the component. If the component can be refinished, wear limits are provided as an aid to making a decision. If a component fails to meet specifications and cannot be refinished, a new component must be installed.

   Inspect the timing chain/belt and the sprocket.

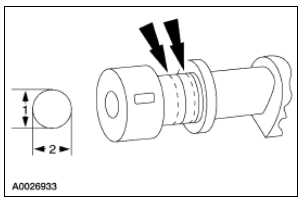
   - Install new components as necessary. Refer to the appropriate section in Group 303 for the procedure.



Camshaft Journal Diameter

Printable View (17 KB)

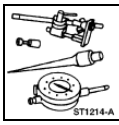
1. Measure each camshaft journal diameter in two directions.
   - If out of specification, install new components as necessary. Refer to the appropriate section in Group 303 for the procedure.



Camshaft End Play OHC Engines

Printable View (40 KB)

Special Tool(s)

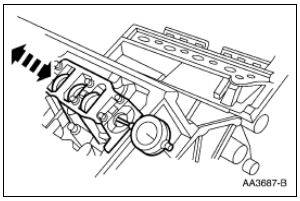
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

1. Use a Dial Indicator Gauge with Holding Fixture to measure camshaft end play.

2. Position the camshaft to the rear of the cylinder head.

3. Zero the indicator.

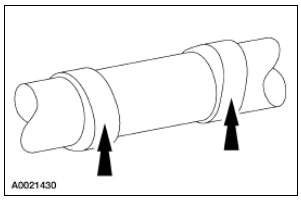
4. Move the camshaft to the front of the cylinder head. Note and record the camshaft end play.
   - If camshaft end play exceeds specifications, install new camshaft and recheck end play. Refer to the appropriate section in Group 303 for the procedure.
   - If camshaft end play exceeds specification after camshaft installation, install a new cylinder head. Refer to the appropriate section in Group 303 for the procedure.



Camshaft Surface Inspection

Printable View (16 KB)

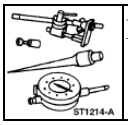
1. Inspect camshaft lobes for pitting or damage in the contact area. Minor pitting is acceptable outside the contact area.
    - If excessive pitting or damage is present, install new components as necessary. Refer to the appropriate section in Group 303 for the procedure.



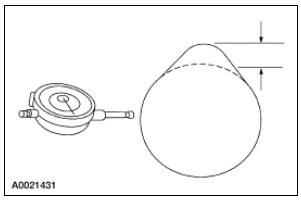
Camshaft Lobe Lift

Printable View (21 KB)

Special Tool(s)

	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

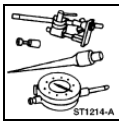
1. Use a Dial Indicator Gauge with Holding Fixture to measure camshaft intake/exhaust lobe lift.
   - Rotate the camshaft and subtract the lowest indicator reading from the highest indicator reading to figure the camshaft lobe lift.
   - Refer to the appropriate section in Group 303 for the procedure.



Camshaft Runout

Printable View (24 KB)

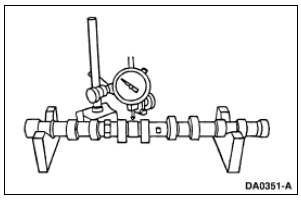
Special Tool(s)

 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

1. **NOTE:** Camshaft journals must be within specifications before checking runout.

   Use a Dial Indicator Gauge with Holding Fixture to measure the camshaft runout.

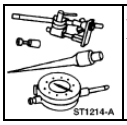
   - Rotate the camshaft and subtract the lowest indicator reading from the highest indicator reading.
   - For additional information, refer to the specification chart in the appropriate engine section.
   - If out of specification, install new components as necessary. Refer to the appropriate section in Group 303 for the procedure.



Crankshaft End Play

Printable View (22 KB)

Special Tool(s)

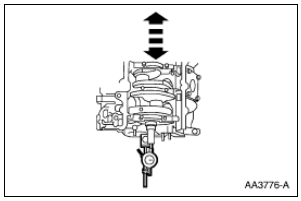
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent

1. Measure the crankshaft end play. Use a Dial Indicator Gauge with Holding Fixture to measure crankshaft end play.

2. Position the crankshaft to the rear of the cylinder block.

3. Zero the indicator.

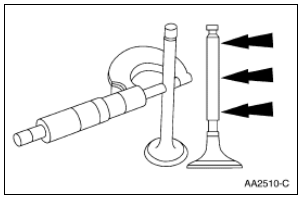
4. Move the crankshaft to the front of the cylinder block. Note and record the crankshaft end play.
   - If crankshaft end play exceeds specifications, install a new crankshaft thrust washer or crankshaft thrust main bearing. Refer to the appropriate section in Group 303 for the procedure.



Valve Stem Diameter

Printable View (17 KB)

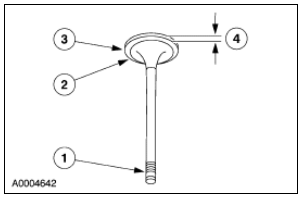
1. Measure the diameter of each intake and exhaust valve stem at the points shown. Verify the diameter is within specification.
    - Refer to the appropriate section in Group 303 for the procedure.
    - If out of specification, install new components as necessary. Refer to the appropriate section in Group 303 for the procedure.



Valve Inspection

Printable View (15 KB)

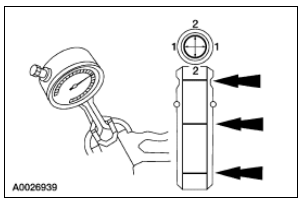
1. Inspect the following valve areas:
    1. the end of the stem for grooves or scoring
    2. the valve face and the edge for pits, grooves or scores
    3. the valve head for signs of burning, erosion, warpage and cracking
    4. the valve margin for wear



Valve Guide Inner Diameter

Printable View (20 KB)

1. Measure the inner diameter of the valve guides in two directions where indicated.
   - Refer to the appropriate section in Group 303 for the procedure.

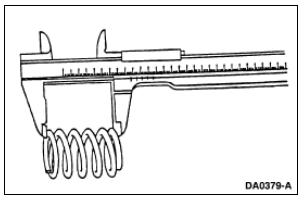


2. If the valve guide is not within specifications, install a new cylinder head assembly.

Valve Spring Free Length

Printable View (17 KB)

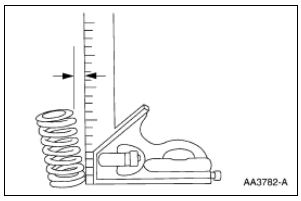
1. Measure the free length of each valve spring.
   - Refer to the appropriate section in Group 303 for the procedure.
   - If out of specification, install new components as necessary. Refer to the appropriate section in Group 303 for the procedure.



Valve Spring Squareness

Printable View (16 KB)

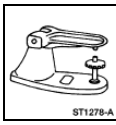
1. Measure the out-of-square on each valve spring.
   - Turn the valve spring and observe the space between the top of the valve spring and the square. Install a new valve spring if out of square. Refer to the appropriate section in Group 303 for the procedure.



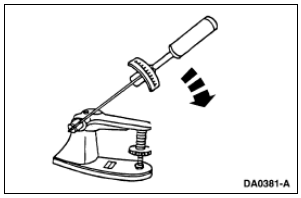
Valve Spring Strength

Printable View (21 KB)

Special Tool(s)

 ST1278-A	Pressure Gauge, Valve/Clutch Spring 303-006 (TOOL-6513-DD) or equivalent

1. Use a Valve/Clutch Spring Pressure Gauge to check the valve spring for correct strength at the specified valve spring length.
    - Refer to the appropriate section in Group 303 for the procedure.
    - If out of specification, install new components as necessary. Refer to the appropriate section in Group 303 for the procedure.



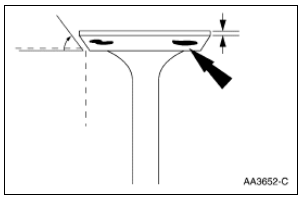
Valve Seat Inspection

Printable View (14 KB)

Valve and Seat Refacing Measurements

⚠ CAUTION: After grinding valves or valve seats, check valve clearance.

1. Check the valve head and seat.
   - Check valve angles.
   - Check margin width.
   - Refer to the appropriate section in Group 303 for the procedure.
   - Be sure margin width is within specification.



2. Inspect for abnormalities on the valve face and seat. Install a new cylinder head assembly if abnormalities are found.

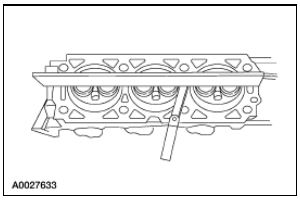
Cylinder Head Distortion

Printable View (21 KB)

Special Tool(s)

ST1246-A	Straight Edge 303-D039 (D83L-4201-A) or equivalent

1. Use a straight edge and a feeler gauge to inspect the cylinder head for flatness. If the cylinder head is distorted, install a new cylinder head.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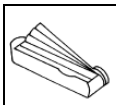
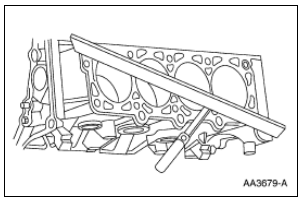
Cylinder Block Distortion

Printable View (35 KB)

Special Tool(s)

 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent
ST1246-A	Straight Edge 303-D039 (D83L-4201-A) or equivalent

1. Use a straight edge and a feeler gauge to inspect the cylinder block for flatness. If the cylinder block is distorted, install a new short block assembly.


AA3679-A

Cylinder Block Core Plug Replacement

Printable View (46 KB)

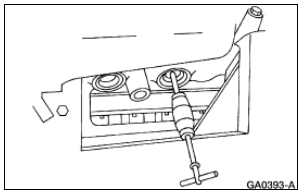
Special Tool(s)

ST1185-A	Slide Hammer 100-001 (T50T-100-A)

Material

Item	Specification
Threadlock® 262 E2FZ-19554-B or equivalent	WSK-M2G351-A6

1. Use a slide hammer or tools suitable to remove the cylinder block core plug.


GA0393-A

2. Inspect the cylinder block plug bore for any damage that would interfere with the correct sealing of the plug. If the cylinder block plug bore is damaged, bore for the next oversize plug.

3. **NOTE:** Oversize plugs are identified by the OS stamped in the flat located on the cup side of the plug.

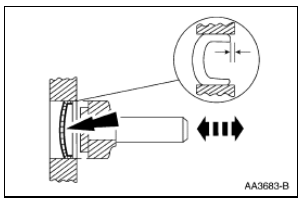
   Coat the cylinder block core plug and bore lightly with Threadlock® 262 and install the cylinder block core plug.

Cup-Type

4. ⚠ **CAUTION: Use care during this procedure so as not to disturb or distort the cup sealing surface.**

   ⚠ **CAUTION: When installed, the flanged edge must be below the chamfered edge of the bore to effectively seal the bore.**

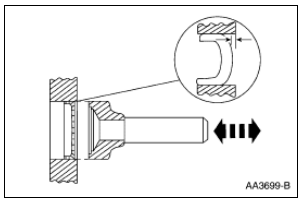
   Use a tool suitable to seat the cup-type cylinder block core plug.


AA3683-B

Expansion-Type

1. ⚠ **CAUTION: Do not contact the crown when installing an expansion-type cylinder block core plug. This could expand the plug before seating and result in leakage.**

   Use tool suitable to seat the expansion-type cylinder block core plug.



Spark Plug Hole Thread Repair

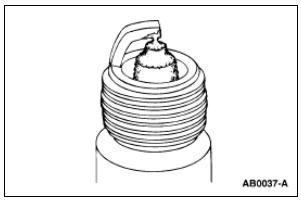
Printable View (7 KB)

1. There is no authorized repair for spark plug hole threads. If the threads are damaged, install a new cylinder head.

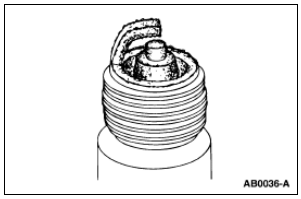
Spark Plug Inspection

Printable View (102 KB)

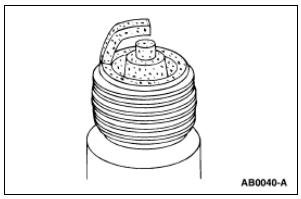
1. Inspect the spark plug for a bridged gap.
   - Check for deposit build-up closing the gap between the electrodes. Deposits are caused by oil or carbon fouling.
   - Clean the spark plug.



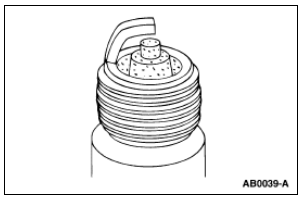
2. Check for oil fouling.
   - Check for wet, black deposits on the insulator shell bore electrodes, caused by excessive oil entering the combustion chamber through worn rings and pistons, excessive valve-to-guide clearance or worn or loose bearings.
   - Correct the oil leak concern.
   - Install a new spark plug.



3. Inspect for carbon fouling. Look for black, dry, fluffy carbon deposits on the insulator tips, exposed shell surfaces and electrodes, caused by a spark plug with an incorrect heat range, dirty air cleaner, too rich a fuel mixture or excessive idling.
   - Install new spark plugs.

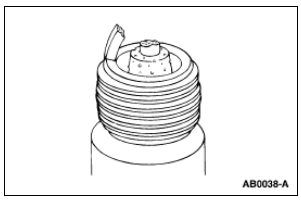


4. Inspect for normal burning.
   - Check for light tan or gray deposits on the firing tip.

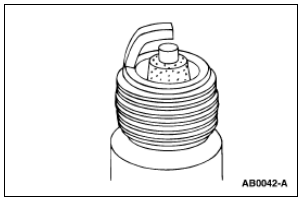


5. Inspect for pre-ignition, identified by melted electrodes and a possibly damaged insulator. Metallic deposits on the insulator indicate engine damage. This may be caused by incorrect ignition timing, wrong type of fuel or the unauthorized installation of a heli-coil insert in place of the spark plug threads.

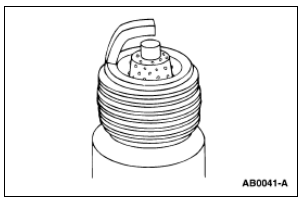
- Install a new spark plug.



6. Inspect for overheating, identified by a white or light gray spots and with bluish-burnt appearance of electrodes. This is caused by engine overheating, wrong type of fuel, loose spark plugs, spark plugs with an incorrect heat range, low fuel pump pressure or incorrect ignition timing.
    - Install a new spark plug.



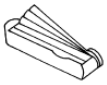
7. Inspect for fused deposits, identified by melted or spotty deposits resembling bubbles or blisters. These are caused by sudden acceleration.
    - Install new spark plugs.



Exhaust Manifold Cleaning and Inspection

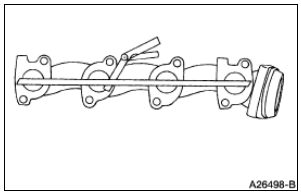
Printable View (24 KB)

Special Tool(s)

 ST1271-A	Feeler Gauge Set 303-D027 (D81L-4201-A) or equivalent
ST1246-A	Straight Edge 303-D039 (D83L-4201-A) or equivalent

1. Clean the exhaust manifold using a suitable solvent. Inspect the manifold for cracks or broken flanges.

2. Place a straight edge across the exhaust manifold flanges and check for warping with a feeler gauge.



Engine Component Location View

Printable View (303 KB)

Accessory Drive Component Location Index

Printable View (91 KB)

Engine Emission Control Component Location Index

Printable View (89 KB)

Printable View (25 KB)

General Specifications

Item	Specification
Lubricants and Sealants	
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H
Metal Surface Cleaner F4AZ-19A536-RA	WSE-M5B392-A
Silicone Gasket and Sealant F7AZ-19554-EA	WSE-M4G323-A4
Engine	
Displacement	3.0L (4V) (182 CID)
Number of cylinders	6
Bore	89.0 mm (3.5 in)
Stroke	79.5 mm (3.13 in)
Firing order	1-4-2-5-3-6
Oil pressure (hot 1,500 rpm)	138-310 kPa (20-45 psi)
Oil capacity (with filter change)	6.5 L (6.9 qts)
Compression ratio	10.5:1
Cylinder Head and Valve Train	
Cylinder head gasket surface flatness	0.12 mm (0.004 in)
Cylinder head gasket surface finish	TBD
Combustion chamber volume	45.7 ± 1.5 cc
Valve arrangement (front to rear)	TBD
Valve clearance intake	0.175-0.225 mm (0.0069-0.0089 in)
Valve clearance exhaust	0.325-0.375 mm (0.0128-0.0148 in)
Valve guide bore diameter	TBD
Valve stem diameter (standard) intake	5.492-5.477 mm (0.216-0.215 in)
Valve stem diameter (standard) exhaust	5.479-5.464 mm (0.215 in)
Valve stem-to-guide clearance intake	0.022-0.067 mm (0.0008-0.0026 in)
Valve stem-to-guide clearance exhaust	0.035-0.080 mm (0.001-0.003 in)
Valve head diameter intake	35 mm (1.38 in)
Valve head diameter exhaust	30 mm (1.18 in)
Valve head diameter gauge diameter	33.5 and 28.0 mm (1.318 and 1.102 in)
Valve face runout	0.02 mm (0.007 in)
Valve face angle	45.5 degrees
Valve seat width intake	1.1-1.4 mm (0.043-0.055 in)
Valve seat width exhaust	1.4-1.7 mm (0.055-0.066 in)
Valve seat runout	0.04 mm (0.001 in)
Valve seat angle	89-90 degrees
Valve spring free length (approx.)	44.2 mm (1.740 in)
Valve spring compression pressure (N @ spec. length)	

	400 ± 22 at 24.5 mm (89.92 ± 4.94 at 0.964 in)
Valve spring installed pressure (N @ spec. length)	175 ± 10 at 33.41 mm (39.34 ± 2.24 at 1.315 in)
Camshaft	
Theoretical valve lift @ 0 lash	TBD
Lobe lift intake	8.466 mm (0.333 in)
Lobe lift exhaust	9.461 mm (0.372 in)
Allowable lobe lift loss	TBD
Journal diameter	26.929-26.936 mm (1.060 in)
Camshaft journal bore inside diameter	TBD
Camshaft journal-to-bearing clearance standard	0.025-0.076 mm (0.001-0.0029 in)
Camshaft journal-to-bearing clearance service limit	0.151 mm (0.005 in)
Runout	TBD
End play standard	0.07-0.15 mm (0.002-0.005 in)
End play service limit	0.277 mm (0.010 in)
Cylinder Block	
Cylinder bore diameter grade 1	89.000-89.010 mm (3.503-3.504 in)
Cylinder bore diameter grade 2	89.010-89.020 mm (3.504 in)
Cylinder bore diameter grade 3	89.020-89.030 mm (3.504-3.505 in)
Cylinder bore maximum taper	0.020 mm (0.0007 in)
Cylinder bore maximum out-of-round limit	0.015 mm (0.0005 in)
Cylinder bore maximum out-of-round service limit	0.020 mm (0.0007 in)
Main bearing bore inside diameter	67.998-68.022 mm (2.677-2.6780 in)
Head gasket surface flatness	0.025-0.050 mm (0.0009-0.0019 in)
Head gasket surface finish	0.12 mm (0.004 in)
Crankshaft	
Main bearing journal diameter	62.968-62.992 mm (2.467-2.479 in)
Main bearing journal maximum taper	TBD
Main bearing journal maximum out-of-round	TBD
Main bearing journal-to-cylinder block clearance	TBD
Connecting rod journal diameter	49.970-49.990 mm (1.967-1.968 in)
Connecting rod journal maximum taper	TBD
Connecting rod journal maximum out-of-round	TBD
Crankshaft maximum end play	0.110-0.232 mm (0.004-0.009 in)
Piston and Connecting Rod	
Piston diameter coded grade 1	88.990-89.010 mm (3.5035-3.5043 in)
Piston diameter coded grade 2	88.998-89.022 mm (3.5039-3.5048 in)
Piston diameter coded grade 3	89.010-89.030 mm (3.5043-3.5051 in)
Piston-to-cylinder bore clearance	0.012-0.022 mm (0.0005-0.0009 in)
Piston ring end gap compression (top, gauge diameter)	0.100-0.250 mm (0.0039-0.0098 in)
Piston ring end gap compression (bottom, gauge diameter)	0.27-0.42 mm (0.0106-0.0165 in)
Piston ring end gap oil ring (steel rail, gauge diameter)	0.15-0.65 mm (0.0059-0.0255 in)
Piston ring end gap compression (top, service limit)	0.50 mm (0.0196 in) max.

Piston ring end gap compression (bottom, service limit)	0.65 mm (0.0255 in) max.
Piston ring end gap oil ring (steel rail, service limit)	0.90 mm (0.0354 in) max.
Piston ring groove width compression (top)	1.230-1.245 mm (0.0484-0.0490 in)
Piston ring groove width compression (bottom)	1.530-1.545 mm (0.0602-0.0608 in)
Piston ring groove width oil ring	3.030-3.055 mm (0.1192-0.0120 in)
Piston ring width	TBD
Piston ring-to-groove clearance	TBD
Piston pin bore diameter	21.017-21.031 mm (0.827-0.828 in)
Piston pin diameter	21.011-21.013 mm (0.8272 in)
Piston pin length	60.51-60.08 mm (2.382-2.365 in)
Piston pin-to-piston fit	-0.005 to +0.001 mm (0.0001-0.00003 in)
Piston-to-connecting rod clearance	TBD
Connecting rod-to-pin clearance standard	0.004-0.020 mm (0.0001-0.0007 in)
Connecting rod-to-pin clearance service limit	0.035 mm (0.0013 in)
Connecting rod pin bore diameter	TBD
Connecting rod length (center-to-center)	138.06-138.14 mm (5.435-5.38 in)
Connecting rod maximum allowed bend	0.038 mm per 25.0 mm (0.0014 in per 0.984 in)
Connecting rod maximum allowed twist	0.050 mm per 25.0 mm (0.0019 in per 0.984 in)
Connecting rod bearing bore diameter	TBD
Connecting rod bearing-to-crankshaft clearance	0.028-0.045 mm (0.0011-0.0017 in)
Connecting rod side clearance (assembled to crank) standard	0.100-0.30 mm (0.0039-0.0118 in)
Connecting rod side clearance (assembled to crank) service limit	0.35 mm (0.0137 in) max.

Torque Specifications

Description	Nm	lb-ft	lb-in
Ignition coil bolts	6		53
Valve cover studs and bolts	10		89
Upper intake manifold bolts	10		89
Front intake manifold support nut	10		89
Lower intake manifold bolts	10		89
Coolant outlet tube bolts	10		89
Coolant inlet tube bolts	25	18	
Crankshaft position sensor bolts	10		89
Camshaft journal cap bolts [a]			
Camshaft position sensor bolt	10		89
Crankshaft pulley bolt [a]			
Exhaust manifold nuts	20	15	
Oil level indicator tube stud bolt	10		89
Oil filter [b]			

Oil pan bolts	25	18	
Oil pressure switch	14	10	
Oil pump bolts	10		89
Oil separator bolts	10		89
Oil pump screen tube bolts	10		89
Oil filter adapter bolts	25	18	
Oil filter adapter bolt (large single) [a]			
EGR-to-exhaust manifold tube	40	30	
EGR bolts	25	18	
Upper intake support bolt	10		89
Upper intake support bracket nuts	6		53
Oil cooler bolt	57	42	
Spark plugs	15	11	
Upper intake support bracket nut	10		89
LH and RH engine mount nuts	63	46	
Power steering pump bolts	25	18	
A/C manifold bolt	21	15	
A/C line bracket	10		89
Cylinder head bolts [a]			
Lower cylinder block bolts [a]			
Generator mounting bolts	48	35	
A/C compressor mounting bracket bolts	25	18	
Engine mount bolts	63	46	
Engine mount nuts	63	46	
Engine mount bracket bolts	25	18	
Flywheel bolts	80	59	
Connecting rod cap nuts [a]			
Front cover bolts and studs	25	18	
Crankshaft damper bolts [a]			
Belt tensioner bolt	50	37	
Belt idler pulley bolt	25	18	
Transmission cooler line bracket bolt	11		8
Torque converter nuts	35	25	
Cylinder head temperature (CHT) sensor	15	11	
Timing chain guide bolts	25	18	
Timing chain tensioner bolts	25	18	
Variable camshaft timing (VCT) oil filter plug	25	18	
Exhaust manifold heat shield bolts	10		89
Power steering reservoir bolts	12	9	
Power steering pump bolts	25	18	
Power steering line bracket bolt	10		89
Coolant pump bolts and studs	25	18	
Cross vehicle support bolts	20	15	
Ground strap-to-body bolt	10		89

Ground strap-to-engine stud bolt and nut	10		89
Steering shaft clamp bolt	25	18	
Starter studs and bolt	25	18	
Transmission oil cooler lines	20	15	
Engine-to-transmission bolts	45	35	
Radio ignition interference capacitor bolts	10		89
Knock sensor bolts	25	18	
Front crossmember bolts	103	76	
Center crossmember bolts	103	76	
Lower strut mount bolts	175	129	
Upper ball joint nuts	90	66	
Lower stabilizer link nut	55	41	
Front brake caliper bolts	103	76	
Upper radiator support bracket bolts	10		89
Fuel pressure sensor shield bolts (M6)	10		89
Fuel pressure sensor shield bolts	6		53
Wiring harness-to-valve cover bracket nuts	6		53
Fuel line bracket bolt	10		89
Appearance cover bracket nuts	6		53
Transmission-to-oil pan bolts	45	35	
Transmission cooler line bracket nut	10		89
Cross vehicle support bolts	20	15	
A/C compressor bolts	25	18	
Subframe bolts	104	77	
Lower control arm through bolt	175	129	
Steering gear nuts	103	76	
Engine mount nuts (upper)	40	30	
Main engine wiring harness connector bolt	10		89

[a] Refer to the procedure in this section.

[b] Install oil filter until seal makes contact. Tighten an additional 270 degrees.

Engine Printable View (19 KB)

The 3.0L (4V) (182 CID) is a 60-degree V-6 engine with dual overhead camshafts (DOHC), four valves per cylinder and sequential multiport fuel injection (SFI). The engine has:

- an aluminum upper intake manifold.
- a lower intake manifold.
- aluminum cylinder heads.
- a cast aluminum upper cylinder block.

The ignition system is electronic (distributorless) with a single ignition coil located above each spark plug. This high-energy ignition system is required for fast-burn combustion.

A unique three-stage intake air system that utilizes two separate plenums, one for each side of the engine. The plenums can be connected through the operation of two special intake manifold tuning (IMT) valves to improve upper rpm power.

Identification

For quick identification refer to the safety certification decal:

- The decal is located on the LH front door lock face panel.
- An engine identification label is also attached to the engine.
- The symbol code on the identification tag identifies each engine for determining parts usage; for instance, engine displacement in liters or cubic inch displacement and model year.

Engine Code Information

The engine code information label is located on the front fender. The label contains, among other information:

- the engine calibration number.
- the engine build date.
- the engine plant code.
- the engine code.

Emission Calibration Label

NOTE: The engine codes and the calibration numbers must be used when making inquiries or ordering parts.

The emission calibration number label is located on the LH side door or LH door post pillar. It identifies:

- the engine calibration number.
- the engine code number.
- the revision level.

These numbers are used to determine if parts are unique to specific engines.

Exhaust Emission Control System

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Induction System

The fuel needed for burning in the cylinders is provided by a returnless, sequential multiport fuel injection (SFI).

- Fuel is supplied from the vehicle fuel tank by a high-pressure electric fuel pump mounted in the fuel tank.
- The fuel is filtered and sent to the fuel injection supply manifold.
- Fuel pressure is regulated by modulating pump output based upon readings from the fuel pressure sensor, located on the fuel rail.
- Fuel is metered into the intake air stream in accordance with engine by six solenoid-operated fuel injectors mounted in the lower intake manifolds.
- The six fuel injectors are mounted above the intake valves and connected in series with the fuel pressure regulator.

Crankshaft

The crankshaft is supported on the bottom of the cylinder block by four steel-backed, over-plated, aluminum crankshaft main bearings.

To provide smooth engine operation, the piston crankpins are positioned to provide a power impulse every 120 degrees of crankshaft rotation. The spacing provides smooth and quiet operation.

Two sprockets and timing chains connect the crankshaft with the camshafts and provide a 2:1 drive ratio.

Camshaft

The camshafts:

- are supported on four bearing inserts.
- thrust loads and end play are limited by a camshaft thrust plate.

Cylinder Head

The spark plug is installed in the center of the fuel/air roof-shaped combustion chamber to ignite the mixture in the combustion chamber. The central location of the spark plug causes the flame front to be evenly spread across the chamber, which also reduces spark knock.

Valve Train

Both camshafts are driven by a shared timing chain, and operate four valves per cylinder by means of a selective shim sitting on the top of a tappet. One spring on each valve is used to close the valve. The adjusting shims in the valve tappets can be changed to correct the valve clearance. These are available in 44 different thicknesses. The shim thickness is ink printed on the back of the shim. A high degree of accuracy is required during adjusting to avoid repeated changing of the shims. The camshaft cams run concentrically on the valve tappets. At engine speeds of about 3,000 rpm this causes the tappets to rotate, and they in turn transfer the rotation to the valves. This valve rotation is required because it produces an even valve seating and prevents the valves from wearing in a certain position which could cause them to leak.

Variable Camshaft Timing (VCT)

The VCT system changes camshaft timing dependent on engine speed, load and oil temperature. Oil pressure advances and retards camshaft timing to improve low and high speed engine performance, engine idle quality and exhaust emissions.

Positive Crankcase Ventilation System

The engine is equipped with a positive, closed-type crankcase ventilation system which recycles the crankcase vapors to the throttle body.

Engine Lubrication System

The engine lubrication system is of the force-feed type in which oil is supplied under full pressure to the crankshaft, connecting rod bearings, timing chain tensioners, and VCT solenoids. The flow of oil to the valve tappets and valve train is controlled by a restricting orifice located in the head gaskets.

Oil Pump

The lubrication system is designed to provide optimum oil flow to critical components of the engine through its entire operating range.

The heart of the system is a positive displacement internal gear oil pump. Generically this design is known as a G-rotor pump.

- The oil pump is mounted on the front face of the cylinder block.
- The inner rotor is piloted on the crankshaft post and is driven through the crankshaft.

System pressure is limited by an integral, internally vented relief valve which directs the bypassed oil back to the inlet side of the oil pump.

- Oil pump displacement has been selected to provide adequate volume so there is correct oil pressure both at hot idle and maximum speed.
- Relief valve calibration protects the system from excessive pressure during high viscosity conditions, yet is designed to provide adequate connecting rod bearing lubrication under high temperature and high speed conditions.

Engine Cooling System

The engine is liquid-cooled by a centrifugal coolant pump driven through the front engine accessory drive by the crankshaft.

A thermostat is used to restrict coolant flow until the engine reaches normal operating temperature.

Oil Pan

The oil pan is cast aluminum and is attached to the cylinder block and transmission.

- The oil pan acts as a reservoir holding lubricating oil that is pumped through the engine by the oil pump after start-up.

Drive Belt System

Accessories mounted on the front of the engine are belt-driven by the crankshaft and an automatically tensioned serpentine drive belt is routed over the following components:

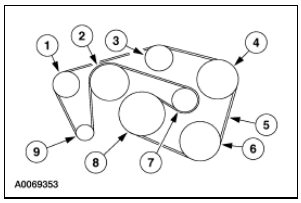
- coolant pump
- A/C compressor
- generator
- drive belt tensioner

- drive belt idler pulleys
- crankshaft pulley
- power steering pump pulley

Accessory Drive

Printable View (26 KB)

Component Locations 3.0L



Item	Part Number	Description
1	6C348	Belt idler pulley
2	8A528	Water pump pulley
3	6C348	Belt idler pulley
4	3D673	Power steering pump pulley
5	8620	Drive belt
6	19D784	A/C clutch pulley
7	6B209	Drive belt tensioner
8	6316	Crankshaft vibration damper
9	10A352	Generator pulley

Engine Emission Control

Printable View (17 KB)

⚠ CAUTION: Do not remove any part of the engine emission control system. Operating the engine without the engine emission control system will reduce fuel economy and engine ventilation. This will weaken engine performance and shorten engine life.

The engine emission control consists of the:

- positive crankcase ventilation (PCV) system.
- exhaust gas recirculation (EGR) system module.

The Vehicle Emission Control Information (VECI) decal shows:

- the components of the emission control system.
- the correct vacuum hose routing.

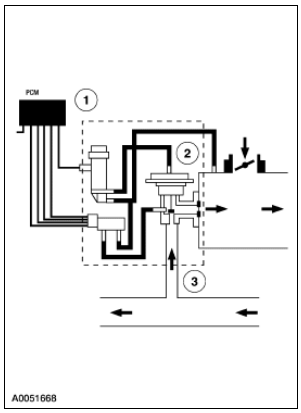
For additional information, refer to Section 100-00 .

The PCV system uses intake manifold vacuum to ventilate the crankcase and return the fumes to the intake manifold for combustion.

The PCV valve (3.0L only):

- controls the amount of ventilating air and blow-by gases going to the intake manifold.
- prevents a backfire from reaching the crankcase.

EGR System Components



Item	Part Number	Description
1	12A650	Powertrain control module
2	9J459	EGR system module
3	9D475	EGR valve-to-exhaust manifold tube

The EGR system returns a portion of the exhaust gas to the intake manifold to reduce the combustion temperature. This results in lower nitrous oxide formation.

The powertrain control module (PCM) controls the EGR vacuum regulator solenoid. The EGR vacuum regulator solenoid controls the vacuum to the EGR system module. When the EGR valve opens, exhaust gas flows to the intake manifold. The differential pressure feedback sensor measures the flow through the EGR

valve from the exhaust manifold tube and sends a signal to the PCM. A metering orifice in the EGR valve-to-exhaust manifold tube restricts the flow rate when the EGR valve is open.

Engine Printable View (7 KB)

Refer to Section 303-00 .

Accessory Drive

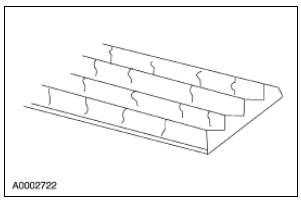
Printable View (47 KB)

Inspection and Verification

1. Verify customer concern by running the engine.
2. Inspect the drive belt for chunking, fraying, wear, and pilling.
3. Check the drive belt for correct routing.

Drive Belt Cracking/Chunking/Wear

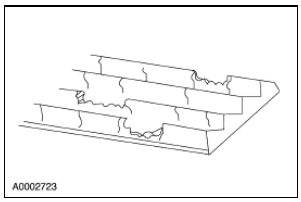
V-Ribbed Serpentine Drive Belt With Cracks Across Ribs



The accessory drive:

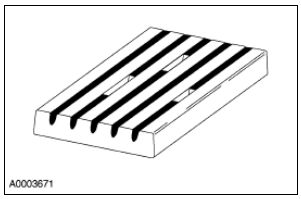
- has a single serpentine drive belt.
- has an automatic drive belt tensioner.
- does not require adjustment.
- does not require lubrication or belt dressing.

V-Ribbed Belt With Chunks of Rib Missing



V-Ribbed Belt With Pilling

NOTE: Pilling is an excessive buildup in the V-grooves of the belt.



Symptom Chart

Symptom Chart

Component Tests

Drive Belt Noise/Flutter

Drive belt chirp occurs due to pulley misalignment or excessive pulley runout. It can be the result of a damaged pulley or an incorrectly aligned pulley.

To correct, determine the area where the noise comes from. Check each of the pulleys in that area with a straightedge to the crankshaft pulley. Look for accessory pulleys out of position in the fore/aft direction or at an angle to the straightedge.

NOTE: Do not apply any fluids or belt dressing to the belt or pulleys.

Drive belt squeal is an intermittent noise that occurs when the drive belt slips on a pulley during certain conditions, such as: engine startup, rapid engine acceleration, A/C clutch engagement, 1-2 shift and power steering loading.

Drive belt squeal can occur under certain conditions:

- if the A/C discharge pressure goes above specifications:
  - ♦ the A/C system is overcharged.
  - ♦ the A/C condenser core airflow is blocked.
- if the A/C OFF equalized pressure (the common discharged and suction pressure that occurs after several minutes) exceeds specifications.
- if any of the accessories are damaged, have a worn or damaged bearing, or internal torsional resistance above normal. All accessories should be rotatable by hand in the unloaded condition. If not, inspect the accessory.
- if fluid gets on the drive belt. This includes power steering fluid, engine coolant, engine oil or air conditioning system lubricant. If excessive fluid does get on the drive belt during repair, install a new drive belt.
- if the drive belt is too long. A drive belt that is too long will allow the drive belt tensioner arm to go all the way to the arm travel stop under certain load conditions, which will release tension to the drive belt. If the drive belt tensioner indicator is outside the normal installation wear range, install a new drive belt.
- **NOTE:** The drive belt tensioner arm should rotate freely without binding.

  Install a new drive belt tensioner if the drive belt tensioner is worn or damaged.

Belt Tension

NOTE: Drive belt tension is not adjustable.

The drive belt tensioner automatically adjusts drive belt tension.

Belt Tensioner, Automatic

Check the automatic drive belt tensioner:

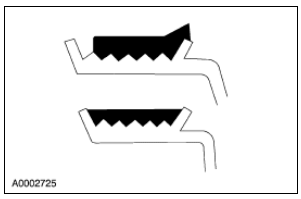
1. With the engine off, check for correct drive belt routing. For additional information, refer to Accessory Drive in this section. Repair as necessary.

2. Rotate the drive belt tensioner and check for a binding or frozen condition. Install new components as necessary.

Drive Belt Misalignment

⚠ CAUTION: Incorrect drive belt installation will cause excessive drive belt wear and can cause the drive belt to come off the drive pulleys.

Non-standard drive belts can track differently or incorrectly. If a drive belt tracks incorrectly, install a new drive belt to avoid performance failure or loss of the drive belt.



With the engine running, check drive belt tracking. If the edge of the drive belt rides beyond the edge of the pulleys, noise and premature wear can occur. Make sure the drive belt rides correctly on the pulley. If a drive belt tracking condition exists, proceed with the following:

- Visually check the drive belt tensioner for damage, especially the mounting pad surface. If the drive belt tensioner is not installed correctly, the mounting surface pad will be out of position. This will result in chirp and squeal noises.
- With the engine running, visually observe the grooves in the pulleys (not the pulley flanges or the pulley forward faces) for excessive wobble. Install new components as necessary.
- Check all accessories, mounting brackets and the drive belt tensioner for any interference that would prevent the component from mounting correctly. Correct any interference condition and recheck the drive belt tracking.
- Tighten all accessories, mounting brackets, and drive belt tensioner retaining hardware to specification. Recheck the drive belt tracking.

Engine Emission Control

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Valve Clearance Check

Printable View (34 KB)

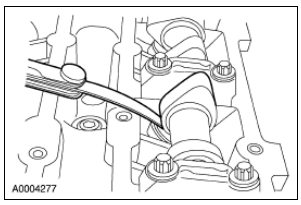
1. Remove the valve covers. For additional information, refer to Valve Cover LH or Valve Cover RH in this section.

2. Remove the spark plugs.

3. **NOTE:** The engine will have to be rotated with the crankshaft pulley bolt to bring each valve to base circle.

   NOTE: The valve clearance must be measured with the camshaft at base circle.

   Measure and record all valve clearances.



4. If the valve clearances are out of specification, refer to Valve Clearance Adjustment in this section.

5. To assemble, reverse the inspection procedure.

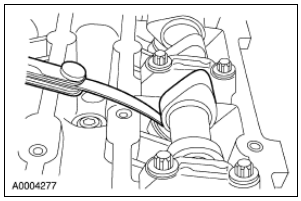
Valve Clearance Adjustment

Printable View (42 KB)

1. Remove the timing chains. For additional information, refer to Timing Drive Components in this section.

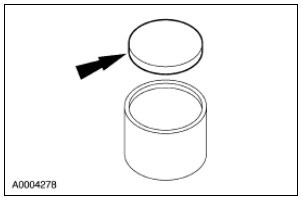
2. **NOTE:** Measure each valve clearance at base circle before removing the camshafts. The shims are not repairable with the camshafts in place. Failure to measure all clearances prior to removing the camshafts will cause unnecessary repetition of the procedure.

   Use a feeler gauge to measure each valve clearance and record its location.



3. Remove the camshafts. For additional information, refer to Camshaft, Valve Springs and Valve Seals in this section.

4. Remove the shims.



5. **NOTE:** The shims are marked for thickness; example: 2.22 mm = 222 on shim.

   NOTE: The corrected shims allow the following valve clearances.

   - Intake valve clearance: 0.18-0.22 mm (0.00709-0.00866 in)
   - Exhaust valve clearance: 0.33-0.38 mm (0.0128-0.0148 in)

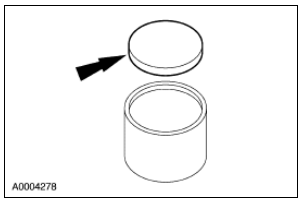
   NOTE: A midrange clearance is the most desirable:

   - Intake: 0.20 mm (0.00787 in)
   - Exhaust: 0.35 mm (0.014 in)

   NOTE: Select shims using this formula: required shim thickness = measured clearance plus the base shim thickness minus most desirable clearance.

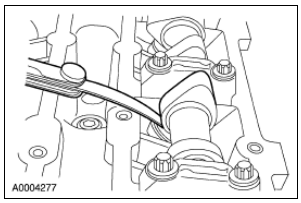
   Select shims and mark the installation location.

6. Install new shims.



7. Install the camshaft. For additional information, refer to Camshaft, Valve Springs and Valve Seals in this section.

8. Measure the new valve clearances.



9. Install the timing chains. For additional information, refer to Timing Drive Components in this section.

Accessory Drive Belt, Tensioner and Pulley

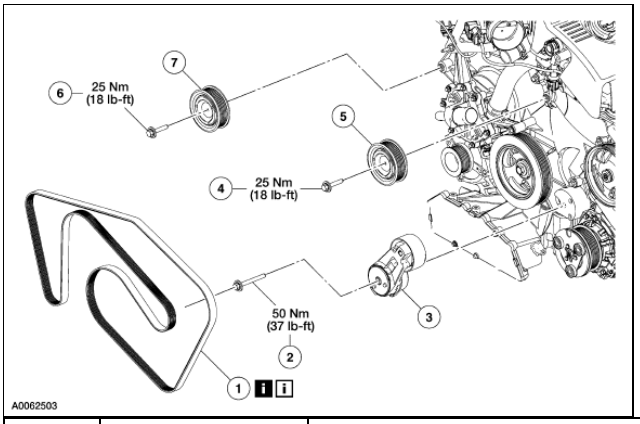
Printable View (116 KB)

Removal and Installation

1. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A .
2. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Accessory drive belt	1
Accessory drive belt tensioner	1-3
LH Accessory drive belt idler pulley	1, 4-5
RH Accessory drive belt idler pulley	1, 6-7

3. To install, reverse the removal procedure.



Item	Part Number	Description
1	8620	Accessory drive belt Removal Note
1	8620	Accessory drive belt Installation Note
2		Accessory drive belt tensioner bolt
3	6B209	Accessory drive belt tensioner
4		LH Accessory drive belt idler pulley bolt
5	6C348	LH Accessory drive belt idler pulley
6		RH Accessory drive belt idler pulley bolt
7	6C348	RH Accessory drive belt idler pulley

Item 1: Accessory Drive Belt Removal Note

1. Rotate the accessory drive belt tensioner counterclockwise to remove the accessory drive belt.

Item 1: Accessory Drive Belt Installation Note

1. ⚠ **CAUTION: Incorrect drive belt installation will cause premature drive belt failure.**

   NOTE: Make sure the drive belt is correctly installed on each pulley.

   Rotate the accessory drive belt tensioner counterclockwise to install the accessory drive belt.

Exhaust Gas Recirculation (EGR) Valve

Printable View (176 KB)

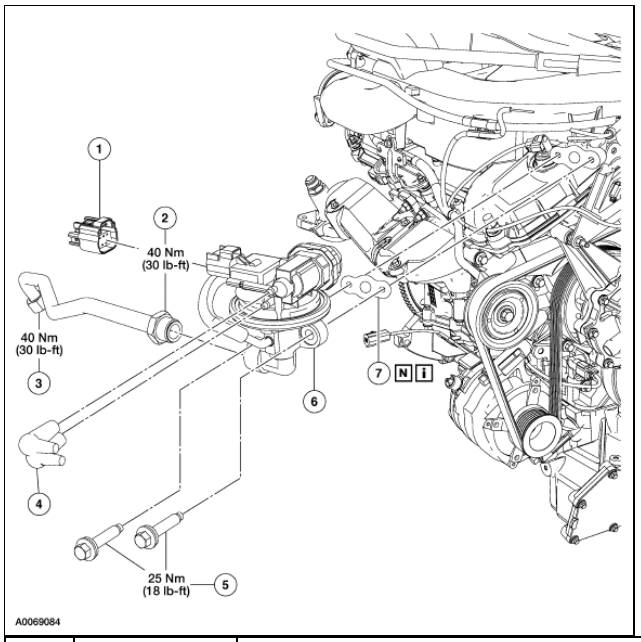
Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Exhaust gas recirculation (EGR) valve system module	1-2, 4-7
Exhaust manifold-to-EGR valve tube	2-3

3. To install, reverse the removal procedure.



Item	Part Number	Description
1		EGR valve system module electrical connector (part of 12A581)
2	9D477	Exhaust manifold-to-EGR valve tube fitting
3	9D477	Exhaust manifold-to-EGR valve fitting
4	9E499	EGR valve system module vacuum hoses (2 req'd)
5	HS1	EGR valve system module bolts (2 req'd)
6	9D475	EGR valve system module
7	9D476	EGR valve system module gasket Installation Note

Step 7: EGR Valve System Module Gasket Installation Note

1. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs, or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of gasket material.**

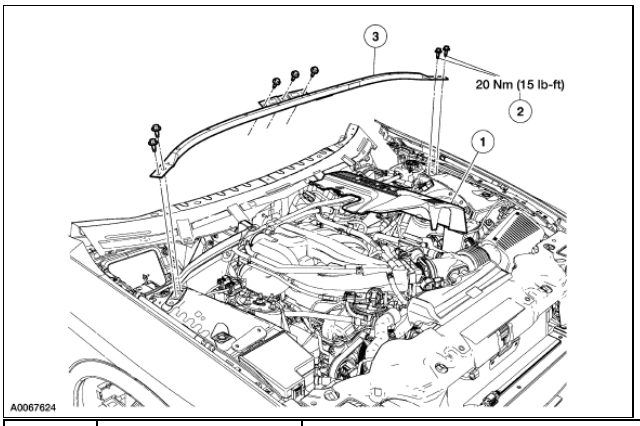
   Clean the EGR valve system module gasket mating surfaces. Install a new gasket.

Upper Intake Manifold

Printable View (763 KB)

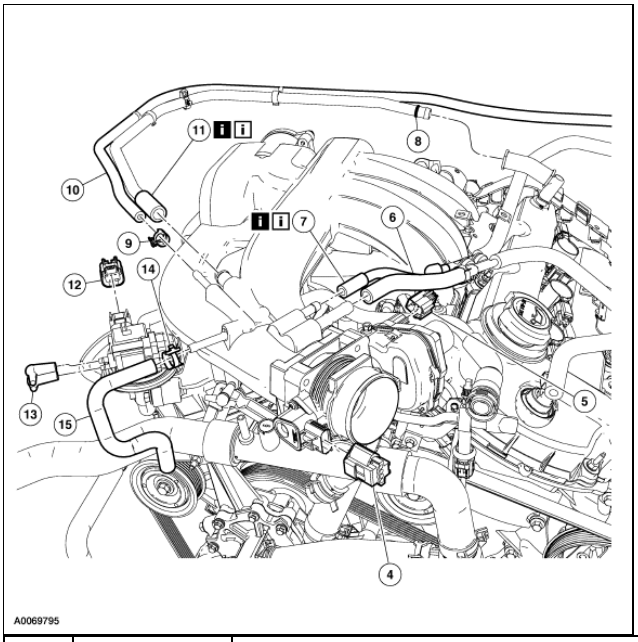
Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Drain the engine cooling system. For additional information, refer to Section 303-03 .
4. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A .
5. Remove the cowl vent screen. For additional information, refer to Section 501-00 .
6. Illustration 1 of 4. Remove the components in the order indicated in the following illustration and table.



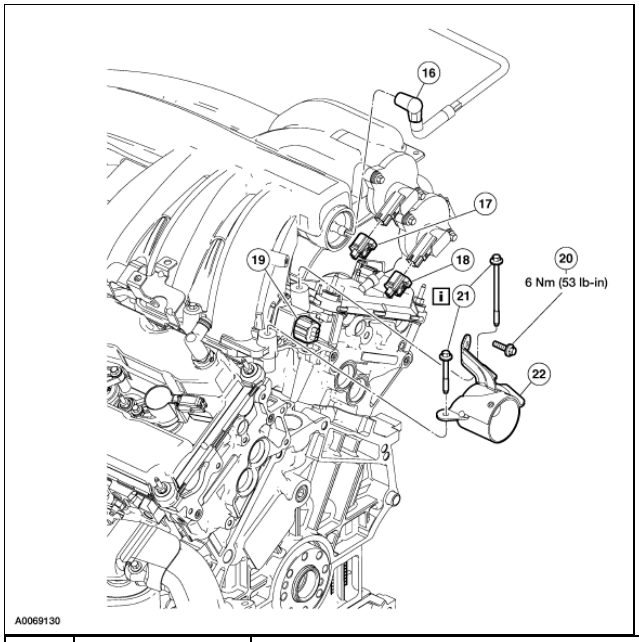
Item	Part Number	Description
1		Engine appearance cover
2	W708009	Strut tower brace mounting bolts (7 req'd)
3	3B328	Strut tower brace

7. Illustration 2 of 4. Remove the components in the order indicated in the following illustration and table.



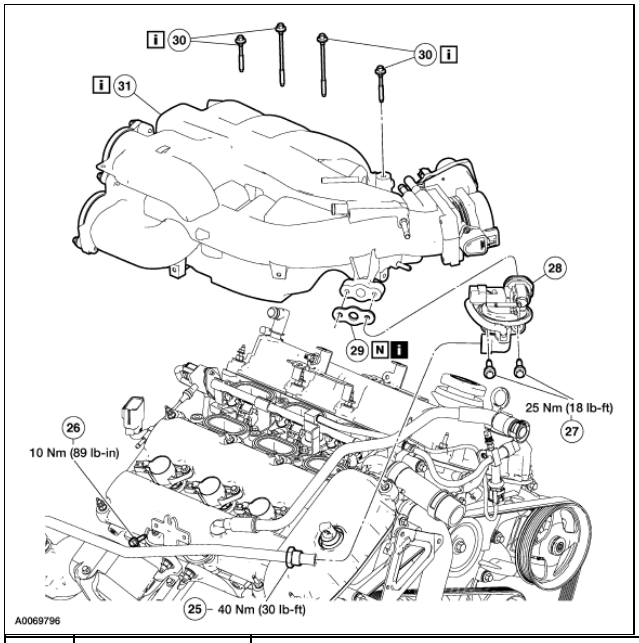
Item	Part Number	Description
4	14A464	Throttle position (TP) sensor electrical connector
5	14A464	Electronic throttle control electrical connector
6	9C490	Vacuum hose
7	9D289	Vapor management valve (VMV) vacuum hose Removal Note
7	9D289	VMV vacuum hose Installation Note
8	9D289	Positive crankcase ventilation (PCV) tube
9	15161	Coolant hose clamp
10	8906696	Coolant hose
11	9D289	PCV tube Removal Note
11	9D289	PCV tube Installation Note
12	14A464	Exhaust gas recirculation (EGR) valve system module electrical connector
13		EGR valve system module vacuum hoses (2 req'd)
14	15161	Coolant hose clamp
15	8276	Coolant hose

8. Illustration 3 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
16	9E499	Vacuum hose
17	14A464	Intake manifold tuning valve electrical connector
18	14A464	Intake manifold tuning valve electrical connector
19	14A464	Fuel charging wiring harness electrical connector
20		Fuel pressure sensor shield mounting bolt
21	W701724	Fuel pressure sensor shield mounting bolts (2 req'd) Installation Note
22	9G609	Fuel pressure sensor shield

9. Illustration 4 of 4. Remove the components in the order indicated in the following illustration and table.

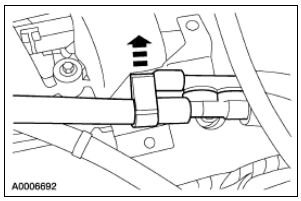


Item	Part Number	Description
25		EGR tube mounting nut

26	W701719	Intake manifold support brace bolt
27	W701625	EGR valve system module mounting bolts (2 req'd)
28	9Y456	EGR valve system module
29	9D476	EGR valve system module gasket Removal Note
30		Intake manifold mounting bolts (4 req'd) Installation Note
31	9424	Upper intake manifold Installation Note

Item 7: Vacuum Hose Removal Note

1. Remove the vacuum hoses from the mounting bracket.



Item 11: PCV Tube Removal Note

1. Position the PCV tube and coolant hose aside.

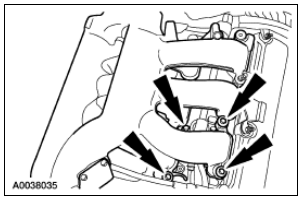
Item 29: EGR Valve System Module Gasket Removal Note

1. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs, or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of gasket material.**

   Clean the EGR valve system module gasket mating surfaces. Install a new gasket.

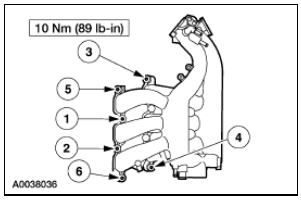
Items 30 and 31: Upper Intake Manifold and Mounting Bolts Installation Note

1. Position the upper intake manifold and install the bolts hand-tight.



Item 21: Fuel Pressure Sensor Shield Mounting Bolts Installation Note

1. Install the fuel pressure sensor shield mounting bolts hand-tight.
   - Tighten the upper intake manifold bolts in the sequence shown.

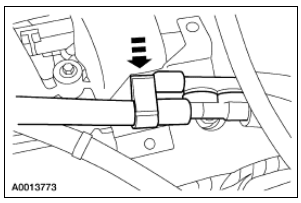


Item 11: PCV Tube Installation Note

1. Position the PCV tube and coolant hose to the intake manifold.

Item 7: Vacuum Hose Installation Note

1. Clip the vacuum hoses into the mounting bracket.



Lower Intake Manifold

Printable View (203 KB)

Special Tool(s)

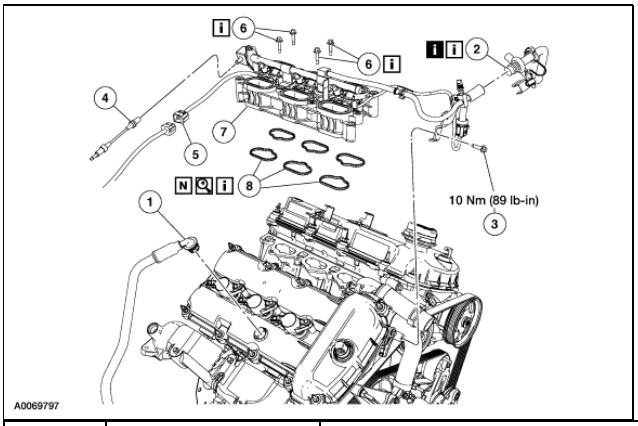
ST1147-A	Disconnect Tool, Spring Lock Coupling (1/2 inch) 310-D005 (D87L-9280-B) or equivalent

Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

Removal and Installation

1. Remove the upper intake manifold. For additional information, refer to Upper Intake Manifold .
2. Release the fuel system pressure. For additional information, refer to Section 310-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.

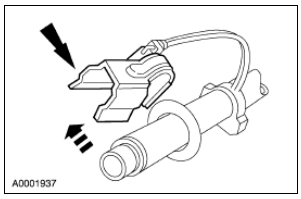


Item	Part Number	Description
1	6758	Breather tube
2	9J279	Fuel hose Removal Note
2	9J279	Fuel hose Installation Note
3	HS1	Fuel supply manifold bracket bolt
4	9E499	Fuel pressure sensor vacuum hose
5	14A163	Fuel pressure electrical connector
6	W701520	Lower intake manifold bolts (4 req'd) Installation Note

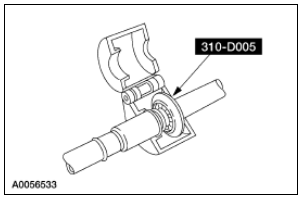
7	9424B	Lower intake manifold
8	9439	Lower intake manifold gaskets (6 req'd) Installation Note

Item 2: Fuel Hose Removal Note

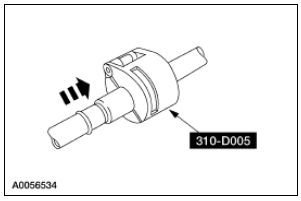
1. Remove the clip.



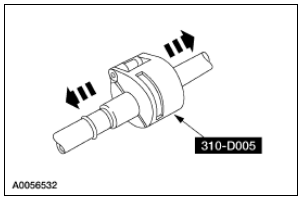
2. Install the special tool.



3. Close the special tool and push it into the open side of the cage.



4. Separate the fitting and remove the special tool.

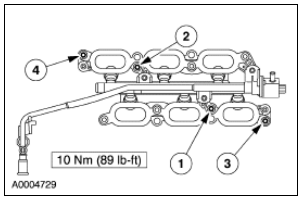


Item 8: Lower Intake Manifold Gaskets Installation Note

1. Clean and inspect the lower intake manifold gaskets. Install new gaskets if necessary.

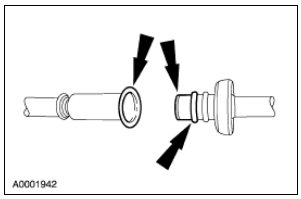
Item 6: Lower Intake Manifold Bolts Installation Note

1. Tighten the lower intake manifold bolts in the sequence shown.



Item 2: Fuel Hose Installation Note

1. Connect the spring lock coupling.
    - Clean and inspect both coupling ends.
    - Lubricate the O-rings with clean engine oil.
    - Connect the coupling.
    - Pull on the coupling to make sure it is fully engaged.
    - Install the clip.



Valve Cover LH

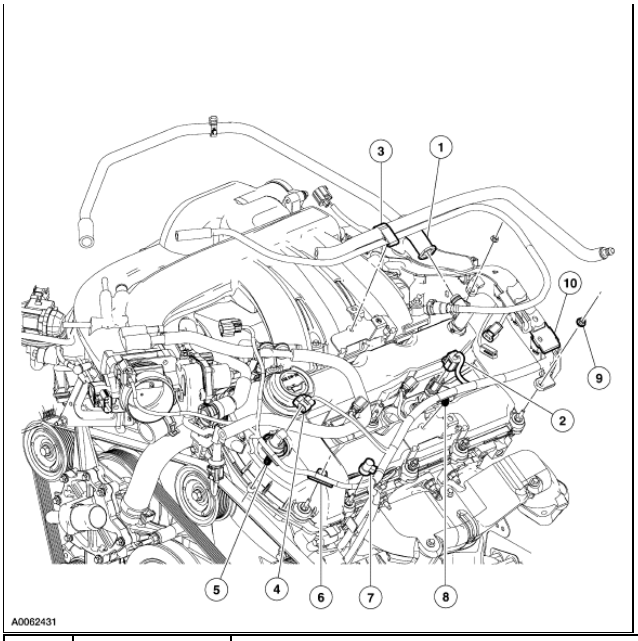
Printable View (451 KB)

Material

Item	Specification
Silicone Gasket and Sealant F7AZ-19554-EA or equivalent	WSE-M4G323-A4
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A

Removal and Installation

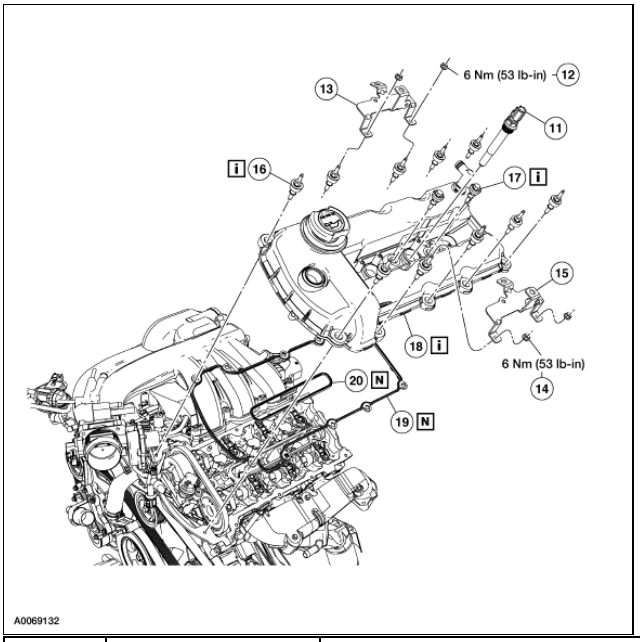
1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the LH ignition coils. For additional information, refer to Section 303-04A .
3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	957072	Positive crankcase ventilation (PCV) valve tube
2	12A581	Cylinder head temperature (CHT) sensor electrical connector
3	9C490	Hose retaining clip
4		Variable camshaft timing (VCT) solenoid electrical connector (part of 12A581)
5	13A506	Wiring harness retainer
6	13A506	Wiring harness retainer
7	14A163	Wiring harness retainer

8	13A506	Wiring harness retainer
9	W701539	Wiring harness shield nuts (2 req'd)
10	14A099	Wiring harness shield (position aside)

4. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
11	6G004	CHT sensor
12	W701539	Appearance cover bracket nuts (2 req'd)
13	9J444	Appearance cover bracket
14	W701539	Appearance cover bracket nuts (2 req'd)
15	9J444	Appearance cover bracket
16	6C519	LH valve cover stud bolts (10 req'd) Installation Note
17	6C519	LH valve cover bolts (2 req'd) Installation Note
18	6582	LH valve cover Installation Note
19	6584	LH valve cover gasket
20	6584	LH valve cover inner gasket

5. To install, reverse the removal procedure.

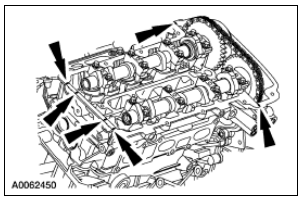
Items 16, 17, and 18 Valve Cover, Valve Cover Bolts and Valve Cover Stud Bolts Installation Note

1. Clean the cylinder head-to-valve cover sealing surface.

2. **NOTE:** RH shown, LH similar.

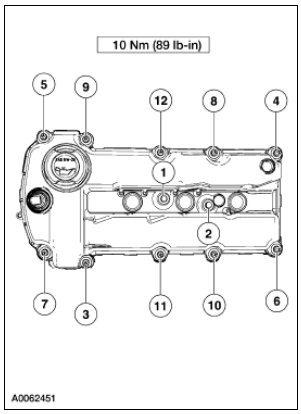
   NOTE: The valve cover must be installed within four minutes of sealant application.

Apply an 8 mm (0.32 in) bead of silicone gasket and sealant to the cylinder head half-round surface and to the front cover-to-cylinder head joint face.



3. **NOTE:** Locations 1 and 2 are bolts. Locations 3 - 12 are stud bolts.

   Install the LH valve cover, and tighten the bolts and stud bolts in the sequence shown.



Valve Cover RH

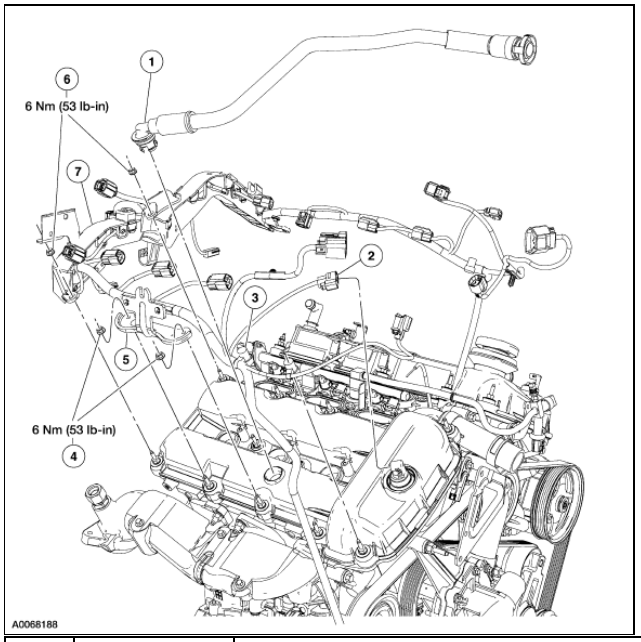
Printable View (494 KB)

Material

Item	Specification
Silicone Gasket and Sealant F7AZ-19554-EA or equivalent	WSE-M4G323-A4

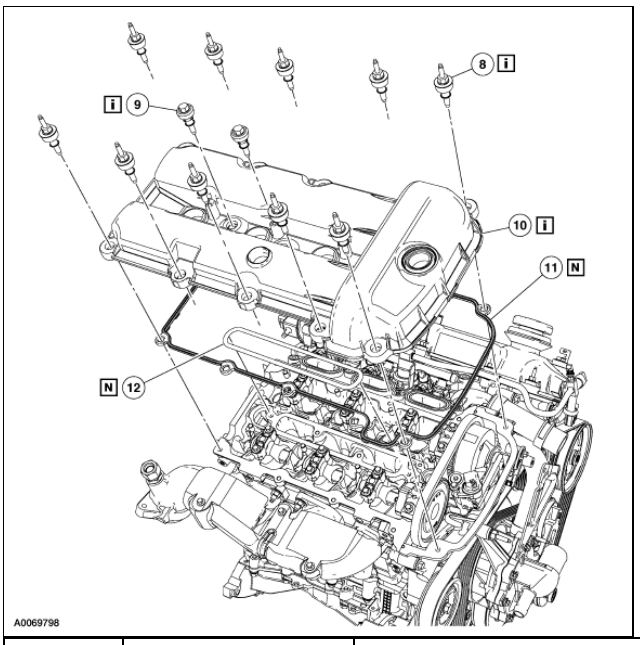
Removal and Installation

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the RH ignition coils. For additional information, refer to Section 303-04A .
3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	6750	Crankcase breather tube
2		Variable cam timing (VCT) solenoid electrical connector (part of 12A581)
3	14A163	Wiring harness retainer
4	W701539	Intake manifold support nuts (2 req'd)
5	9J444	Intake manifold support bracket (position aside)
6	W701539	Wiring harness shield nuts (4 req'd)
7	14A099	Wiring harness shield (position aside)

4. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
8	6C519	RH valve cover stud bolt (10 req'd) Installation Note
9	6C519	RH valve cover bolt (2 req'd) Installation Note
10	6582	RH valve cover Installation Note
11	6584	RH valve cover outer gasket
12	6584	RH valve cover inner gasket

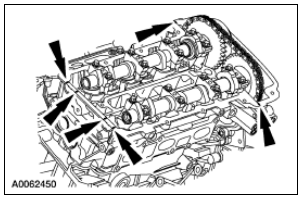
5. To install, reverse the removal procedure.

Items 8, 9, and 10: Valve Cover, Valve Cover Stud Bolts and Valve Cover Bolts Installation Note

1. Clean the cylinder head-to-valve cover sealing surface.

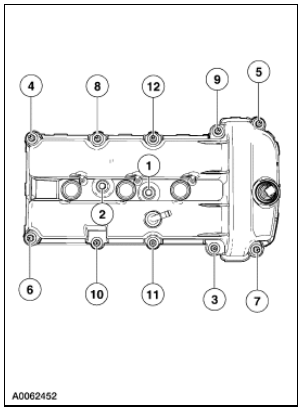
2. **NOTE:** The valve cover must be installed within four minutes of sealant application.

   Apply an 8 mm (0.32 in) bead of silicone gasket and sealant to the cylinder head half-round surface and to the front cover-to-cylinder head joint face.



3. **NOTE:** Locations 1 and 2 are bolts. Locations 3-12 are stud bolts.

   Install the RH valve cover, and tighten the bolts and stud bolts in the sequence shown.


4
8
12
9
5
1
2
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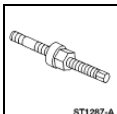
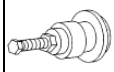
11
3
7
A0062452

Crankshaft Pulley and Crankshaft Seal

Printable View (272 KB)

Special Tool(s)

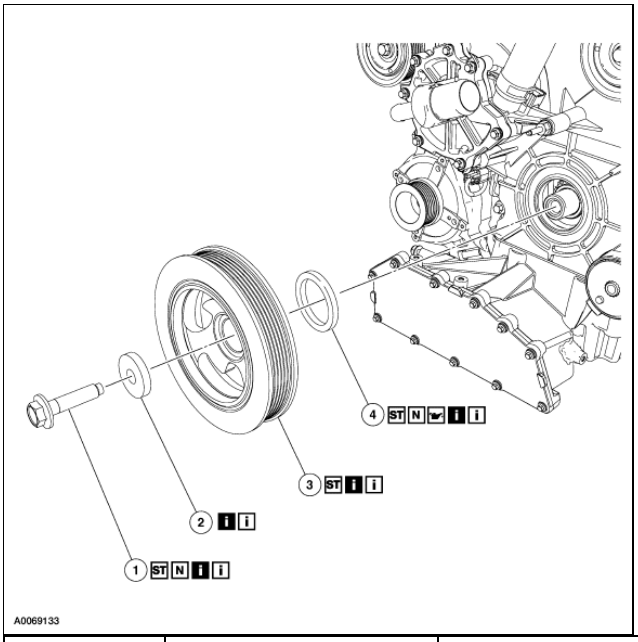
 ST1287-A	Installer, Crankshaft Vibration Damper 303-102 (T74P-6316-B)
ST1184-A	3-Jaw Puller 303-D121
ST1438-A	Strap Wrench 303-D055 (D85L-6000-A)
ST1385-A	Remover, Oil Seal 303-409 (T92C-6700-CH)
 ST1328-A	Installer, Front Cover Oil Seal 303-335 (T88T-6701-A)

Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H
Silicone Gasket and Sealant F7AZ-19554-EA or equivalent	WSE-M4G323-A4

Removal and Installation

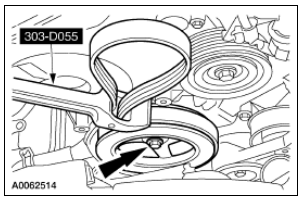
1. With the vehicle in neutral, position it on a hoist. For additional information, refer to Section 100-00 .
2. Remove the accessory drive belt. For additional information, refer to Accessory Drive Belt, Tensioner and Pulley in this section.
3. Remove the front center splash shield.
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	6A340	Crankshaft pulley bolt Removal Note
1	6A340	Crankshaft pulley bolt Installation Note
2	6378	Crankshaft pulley washer Removal Note
2	6378	Crankshaft pulley washer Installation Note
3	6312	Crankshaft pulley Removal Note
3	6312	Crankshaft pulley Installation Note
4	6278	Crankshaft front seal Removal Note
4	6278	Crankshaft front seal Installation Note

Items 1 and 2: Crankshaft Pulley Bolt and Washer Removal Note

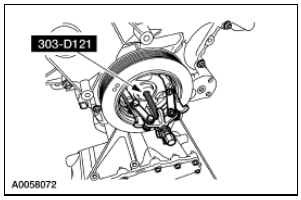
1. Using the special tool to hold the crankshaft pulley, remove and discard the bolt.



Item 3: Crankshaft Pulley Removal Note

1. ⚠ **CAUTION: The special tool must grab the inside of the damper or damage to the damper can occur.**

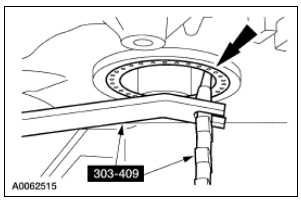
   Using the special tool, remove the crankshaft pulley.



Item 4: Crankshaft Front Seal Removal Note

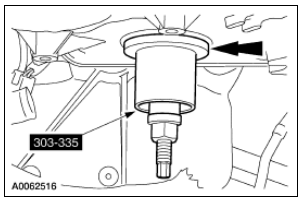
1. ⚠ **CAUTION: Use care not to scratch the crankshaft surface while removing the seal.**

   Using the special tool, remove the crankshaft front seal.



Item 4: Crankshaft Front Seal Installation Note

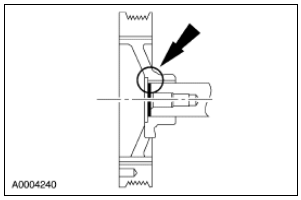
1. Lubricate the inside diameter of the crankshaft front seal with clean engine oil.
2. Using the special tool, install the crankshaft front oil seal.



Item 3: Crankshaft Pulley Installation Note

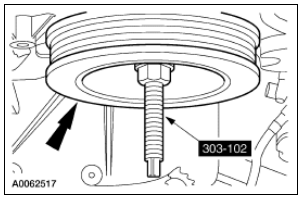
1. **NOTE:** Sealing surface must be free of dirt and oil.

   Apply silicone gasket and sealant to the end of the keyway slot.



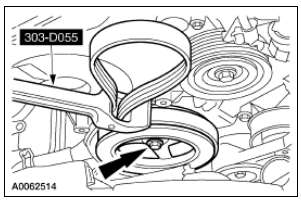
2. **NOTE:** Lubricate the outside diameter sealing surface of the crankshaft pulley with clean engine oil.

   Using the special tool, install the crankshaft pulley.



Items 1 and 2: Crankshaft Pulley Bolt and Washer Installation Note

1. Using the special tool to hold the crankshaft pulley, install a new bolt. Tighten the bolt in four stages:
    - Stage 1: Tighten to 120 Nm (89 lb-ft).
    - Stage 2: Loosen one full turn (360 degrees).
    - Stage 3: Tighten to 50 Nm (37 lb-ft).
    - Stage 4: Tighten an additional 90 degrees.



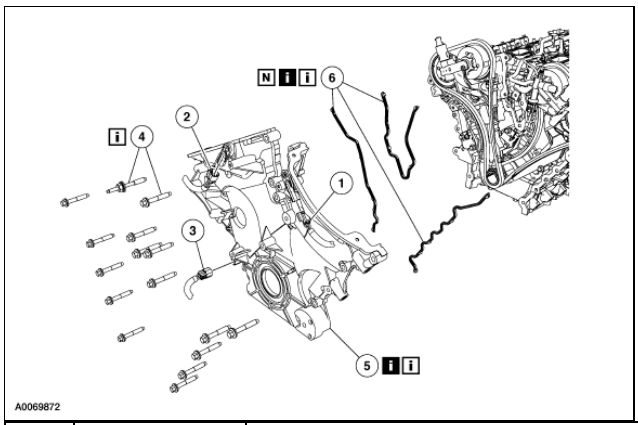
Engine Front Cover

Printable View (224 KB)

Material

Item	Specification
Silicone Gasket and Sealant F7AZ-19554-EA or equivalent	WSE-M4G323-A4

1. Remove the RH valve cover. For additional information, refer to Valve Cover RH in this section.
2. Remove the LH valve cover. For additional information, refer to Valve Cover LH in this section.
3. Remove the belt idler pulleys and the belt tensioner. For additional information, refer to Accessory Drive Belt, Tensioner and Pulley in this section.
4. Remove the coolant pump. For additional information, refer to Section 303-03 .
5. Disconnect the upper radiator hose.
6. Disconnect the lower radiator hose.
7. Remove the oil pan. For additional information, refer to Oil Pan, Oil Pump, Oil Pump Screen and Pickup Tube in this section.
8. Remove the power steering pump. For additional information, refer to Section 211-00 .
9. Remove the crankshaft front oil seal. For additional information, refer to Crankshaft Pulley and Crankshaft Seal in this section.
10. Remove the components in the order indicated in the following illustration and table.

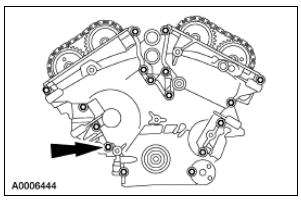


Item	Part Number	Description
1	14A464	LH camshaft position (CMP) sensor electrical connector
2	14A464	

		RH camshaft position (CMP) sensor electrical connector
3	14A464	Crankshaft position (CKP) sensor electrical connector
4		Engine front cover fasteners Installation Note
5	6C086	Engine front cover Removal Note
5	6C086	Engine front cover Installation Note
6		Engine front cover gaskets (3 req'd) Removal Note
6		Engine front cover gaskets (3 req'd) Installation Note

Items 5 and 6: Engine Front Cover and Engine Front Cover Gaskets Removal Note

1. Remove the fasteners and the engine front cover.
    - Discard the gasket.



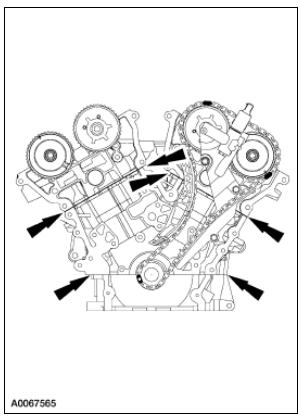
Items 4-6: Engine Front Cover, Engine Front Cover Fasteners and Engine Front Cover Gaskets Installation Note

1. Clean the sealing surfaces on the engine and the engine front cover.

2. **NOTE:** Install the engine front cover within four minutes of sealant application.

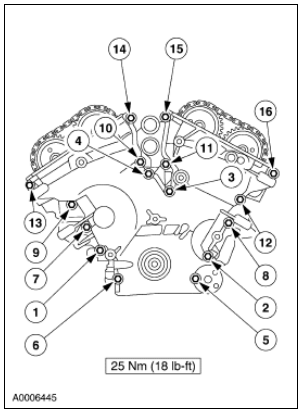
   Apply a 6 mm (0.24 in) diameter dot of silicone gasket and sealant to the areas indicated.

    - Install a new gasket.



3. **NOTE:** Number 14 is a stud and washer assembly.

   Position the front cover and tighten the bolts in the sequence shown.


14
15
16
10
4
11
3
13
12
9
8
7
2
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6
25 Nm (18 lb-ft)
A0006445

Timing Drive Components

Printable View (2260 KB)

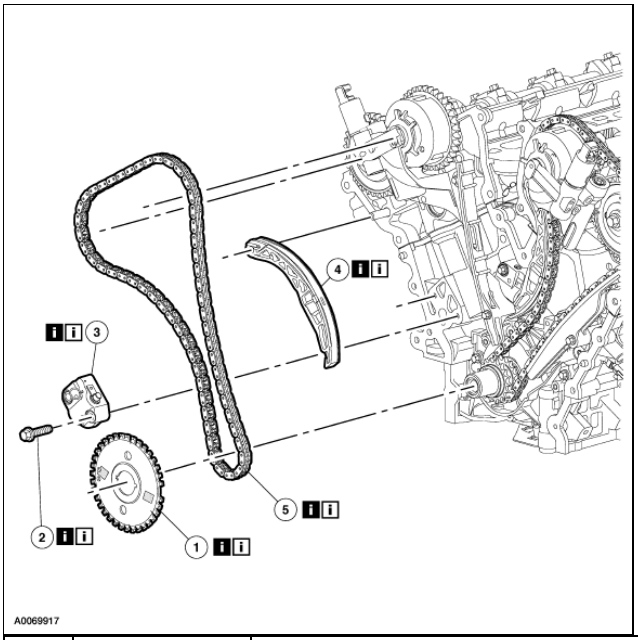
1. Remove the engine front cover. For additional information, refer to Valve Cover RH in this section.

2. If neccesary, install a new variable camshaft timing (VCT) system oil filters. For additional information, refer to Variable Camshaft Timing (VCT) System Oil Filter in this section.

3. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Timing drive components	1-29
RH variable camshaft timing (VCT) solenoid housing assembly	1-9
LH VCT solenoid housing assembly	10-17
RH VCT actuator	1-9, 18-19
LH VCT actuator	10-17, 23-24

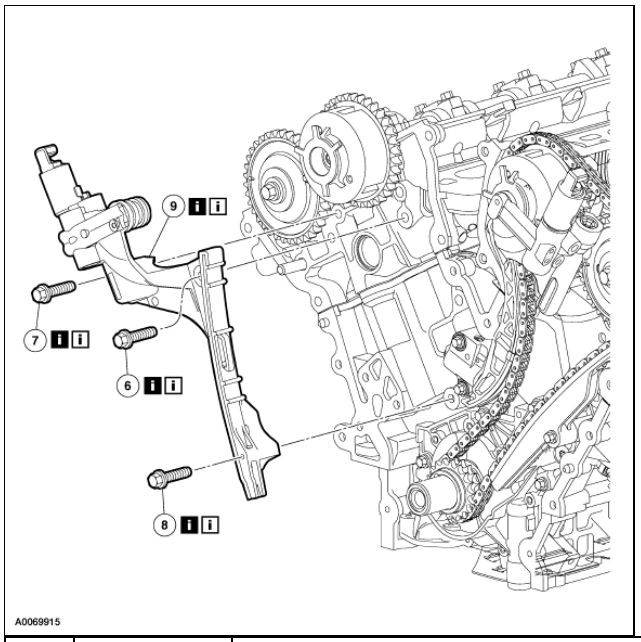
4. Illustration 1 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	12A227	Ignition pulse wheel Removal Note
1	12A227	Ignition pulse wheel Installation Note
2	W704566	RH timing chain tensioner mounting bolts (2 req'd) Removal Note
2	W704566	RH timing chain tensioner mounting bolts (2 req'd)

		Installation Note
3	6L266	RH timing chain tensioner Removal Note
3	6L266	RH timing chain tensioner Installation Note
4	6K255	RH timing chain tensioner arm Removal Note
4	6K255	RH timing chain tensioner arm Installation Note
5	6268	RH timing chain Removal Note
5	6268	RH timing chain Installation Note

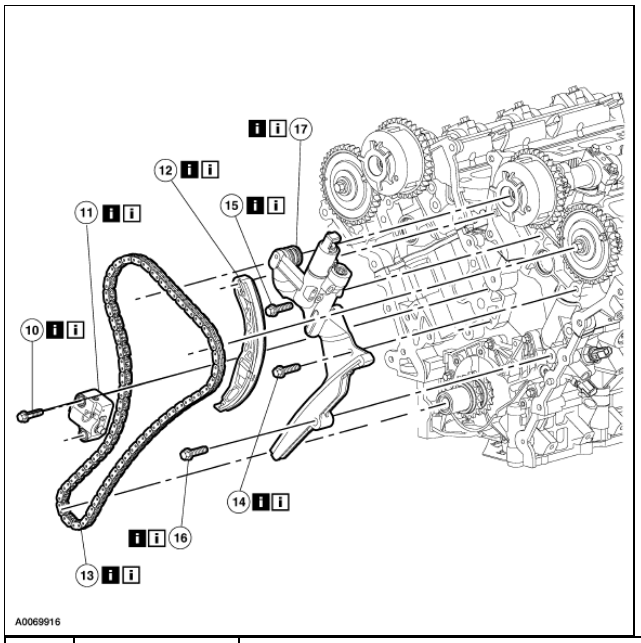
5. Illustration 2 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
6	W704567	RH variable camshaft timing (VCT) solenoid housing assembly mounting bolt Removal Note
6	W704567	RH VCT solenoid housing assembly mounting bolt Installation Note
7	W704567	RH VCT solenoid housing assembly mounting bolt Removal Note
7	W704567	RH VCT solenoid housing assembly mounting bolt Installation Note
8	W704567	RH VCT solenoid housing assembly mounting bolt Removal Note
8	W704567	RH VCT solenoid housing assembly mounting bolt Installation Note
9	6C261	

		RH VCT solenoid housing assembly Removal Note
9	6C261	RH VCT solenoid housing assembly Installation Note

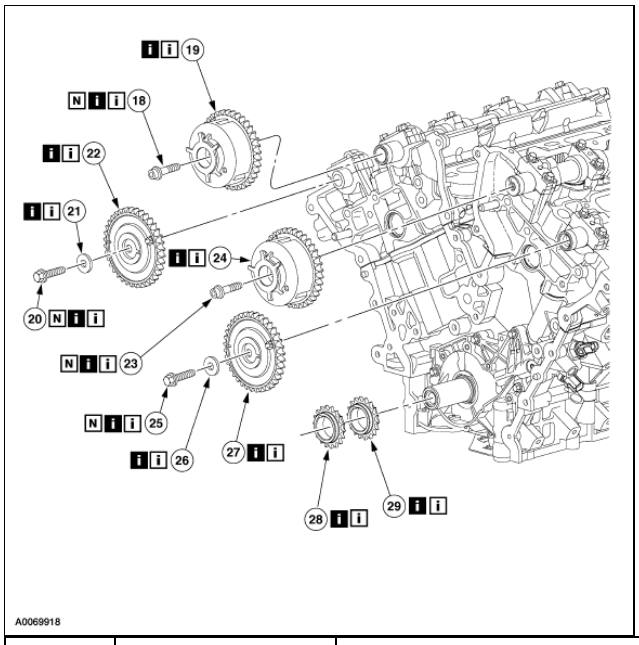
6. Illustration 3 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
10	W704566	LH timing chain tensioner mounting bolts (2 req'd) Removal Note
10	W704566	LH timing chain tensioner mounting bolts (2 req'd) Installation Note
11	6L266	LH timing chain tensioner Removal Note
11	6L266	LH timing chain tensioner Installation Note
12	6K255	LH timing chain tensioner arm Removal Note
12	6K255	LH timing chain tensioner arm Installation Note
13	6268	LH timing chain Removal Note
13	6268	LH timing chain Installation Note
14	W701759	LH VCT solenoid housing assembly mounting bolt (gold in color) Removal Note
14	W701759	LH VCT solenoid housing assembly mounting bolt (gold in color)

		Installation Note
15	W704566	LH VCT solenoid housing assembly mounting bolt Removal Note
15	W704566	LH VCT solenoid housing assembly mounting bolt Installation Note
16	W704566	LH VCT solenoid housing assembly mounting bolt Removal Note
16	W704566	LH VCT solenoid housing assembly mounting bolt Installation Note
17	6C261	LH VCT solenoid housing assembly Removal Note
17	6C261	LH VCT solenoid housing assembly Installation Note

7. Illustration 4 of 4. Remove the components in the order indicated in the following illustration and table.



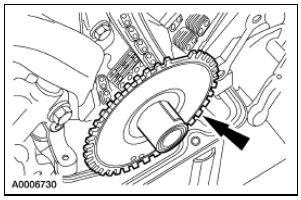
Item	Part Number	Description
18	W704566	RH VCT actuator bolt Removal Note
18	W704566	RH VCT actuator bolt Installation Note
19	6L266	RH VCT actuator Removal Note
19	6L266	RH VCT actuator Installation Note
20	6K255	RH exhaust camshaft sprocket bolt Removal Note
20	6K255	

		RH exhaust camshaft sprocket bolt Installation Note
21	6268	RH exhaust camshaft sprocket washer Removal Note
21	6268	RH exhaust camshaft sprocket washer Installation Note
22	6306	RH exhaust camshaft sprocket Removal Note
22	6306	RH exhaust camshaft sprocket Installation Note
23	W704566	LH VCT actuator bolt Removal Note
23	W704566	LH VCT actuator bolt Installation Note
24	W704566	LH VCT actuator Removal Note
24	W704566	LH VCT actuator Installation Note
25	W704566	LH exhaust camshaft sprocket bolt Removal Note
25	W704566	LH exhaust camshaft sprocket bolt Installation Note
26	W704566	LH exhaust camshaft sprocket washer Removal Note
26	W704566	LH exhaust camshaft sprocket washer Installation Note
27	W704566	LH exhaust camshaft sprocket Removal Note
27	W704566	LH exhaust camshaft sprocket Installation Note
28	6306	RH timing chain crankshaft sprocket Removal Note
28	6306	RH timing chain crankshaft sprocket Installation Note
29	6306	LH timing chain crankshaft sprocket Removal Note
29	6306	LH timing chain crankshaft sprocket Installation Note

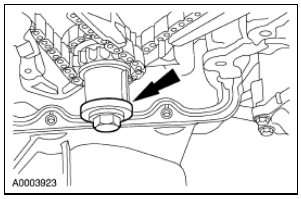
8. To install, reverse the removal procedure.

Items 1-17: Timing Drive Components Removal Note

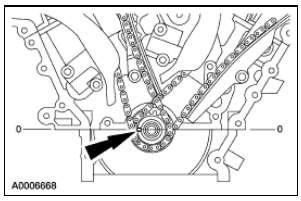
1. Remove the ignition pulse wheel.



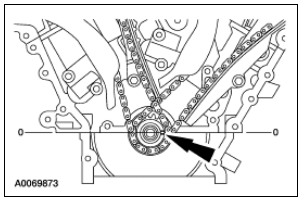
2. Install the crankshaft damper bolt and washer.



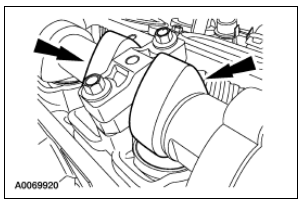
3. Rotate the crankshaft clockwise to position the crankshaft keyway to the nine o'clock position.



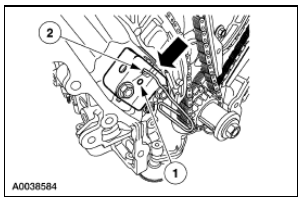
4. Rotate the crankshaft clockwise to position the crankshaft keyway to the three o'clock position.



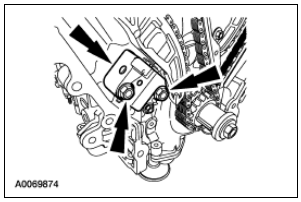
5. Verify that the front two intake camshaft lobes are pointing up.



6. Compress the timing chain tensioner.
    1. Release the racheting pawl.
    2. Compress the timing chain tensioner and install a stiff wire or paper clip.

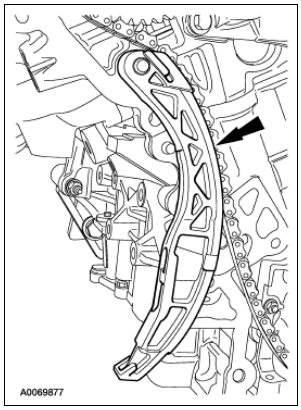


7. Remove the bolts and the RH timing chain tensioner.

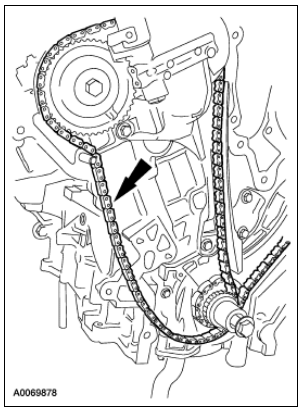


8. ⚠ **CAUTION: If the RH timing chain tensioner arm is to be reused, mark the position to make sure that it is installed on the correct side when reassembled.**

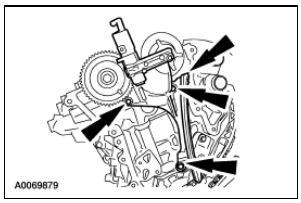
   Remove the RH timing chain tensioner arm.



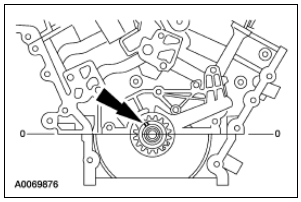
9. Remove the RH timing chain.



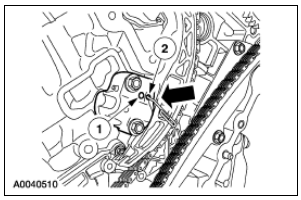
10. Remove the bolts and the RH variable camshaft timing (VCT) soleniod housing assembly.



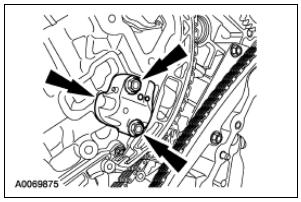
11. Rotate the crankshaft counterclockwise to position the crankshaft keyway to the eleven o'clock position.



12. Compress the timing chain tensioner.
    1. Release the racheting pawl.
    2. Compress the timing chain tensioner and install a stiff wire or paper clip.

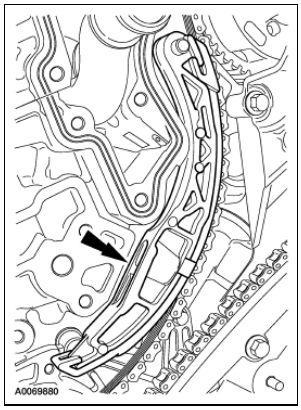


13. Remove the bolts and the LH timing chain tensioner.

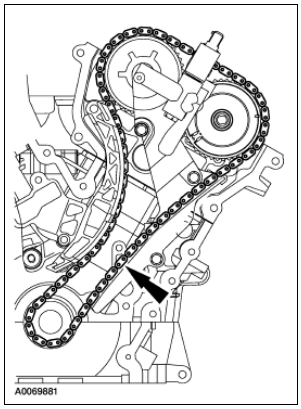


14. ⚠ **CAUTION: If the LH timing chain tensioner arm is to be reused, mark the position to make sure that it is installed on the correct side when reassembled.**

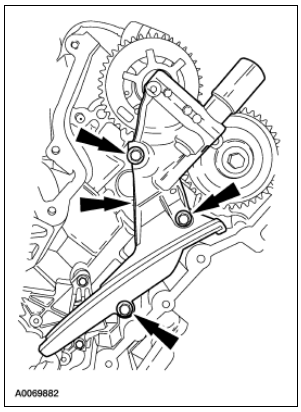
    Remove the LH timing chain tensioner arm.



15. Remove the LH timing chain.

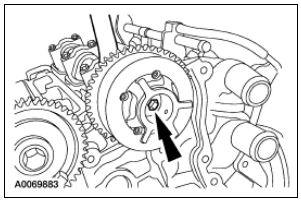


16. Remove the LH VCT solenoid housing assembly.

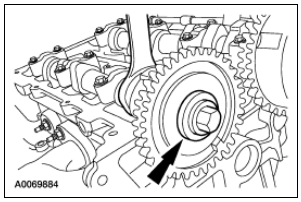


Items 18-29: Variable Camshaft Timing (VCT) Actuators, Exhaust Camshaft Sprockets, Bolts, Washers and Crankshaft Sprockets Removal Note

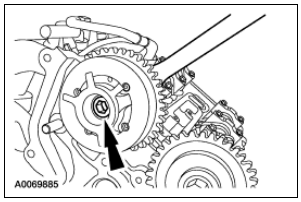
1. Using a wrench on the flats of the camshaft, hold the camshaft in position and remove the bolt and the RH VCT actuator.
    - Discard the bolt.



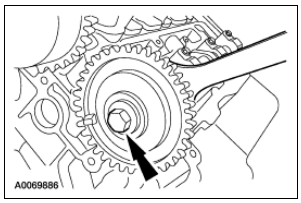
2. Using a wrench on the flats of the camshaft, hold the camshaft in position and remove the bolt and the RH exhaust camshaft sprocket.
    - Discard the bolt.



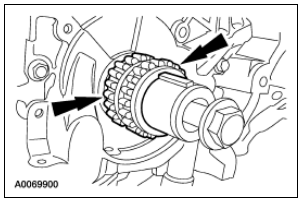
3. Using a wrench on the flats of the camshaft, hold the camshaft in position and remove the bolt and the LH VCT actuator.
    - Discard the bolt.



4. Using a wrench on the flats of the camshaft, hold the camshaft in position and remove the bolt and the LH exhaust camshaft sprocket.
    - Discard the bolt.

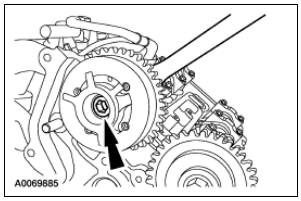


5. Remove the crankshaft sprockets.

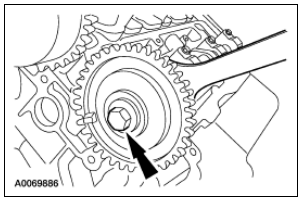


Items 18-29: Variable Camshaft Timing (VCT) Actuators, Exhaust Camshaft Sprockets, Bolts, Washers and Crankshaft Sprockets Installation Note

1. Install the LH variable camshaft timing (VCT) actuator and install a new bolt hand tight. Use a wrench on the flats of the camshaft to hold it in position and tighten the bolt in two stages.
    - Stage 1: Tighten the VCT actuator bolt to 20 Nm (15 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.

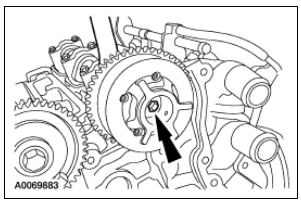


2. Install the LH exhaust camshaft sprocket and install a new bolt hand tight. Using a wrench on the flats of the camshaft, hold the camshaft in position and tighten the bolt in two stages.
    - Stage 1: Tighten the exhaust camshaft sprocket bolt to 20 Nm (15 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.

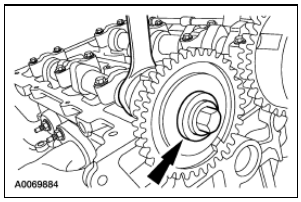


3. Install the RH variable camshaft timing (VCT) actuator and install a new bolt hand tight. Using a wrench on the flats of the camshaft, hold the camshaft in position and tighten the bolt in two stages.
    - Stage 1: Tighten the VCT actuator bolt to 20 Nm (15 lb-ft).

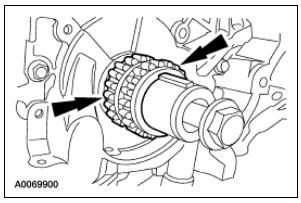
- Stage 2: Tighten an additional 90 degrees.



4. Install the RH exhaust camshaft sprocket and install a new bolt hand tight. Using a wrench on the flats of the camshaft, hold the camshaft in position and tighten the bolt in two stages.
    - Stage 1: Tighten the exhaust camshaft sprocket bolt to 20 Nm (15 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.

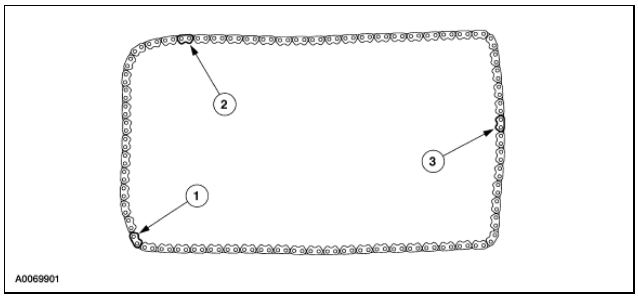


5. With the two keyways facing forward, install the crankshaft sprockets.

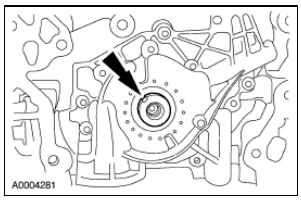


Items 1-17: Timing Drive Components Installation Note

1. If timing marks in the timing chains are not evident, use a permanent-type marker to mark the crankshaft and camshaft timing marks on the LH and RH timing chains.
    1. Mark any link to use as the exhaust camshaft timing mark.
    2. Starting with the exhaust camshaft timing mark, count 16 links and mark the link as the intake camshaft sprocket timing mark.
    3. Starting with the intake camshaft timing mark, count 25 links and mark the link as the crankshaft sprocket timing mark.

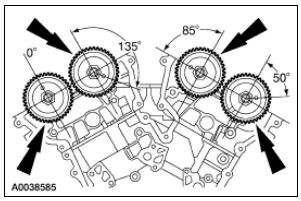


2. Verify that the crankshaft keyway is in the eleven o'clock position.



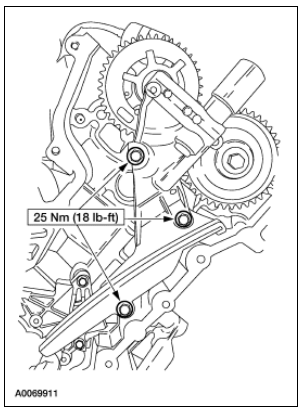
3. **⚠ CAUTION: The crankshaft keyway must remain in the eleven o'clock position until the cams are located in the neutral position, or damage to the valves can occur.**

   Rotate the LH and RH intake and exhaust camshafts to locate them in their neutral positions.

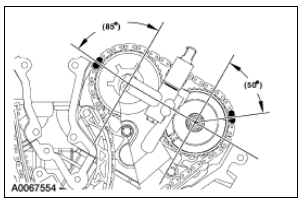


4. **NOTE:** The gold colored bolt must be installed in its original location.

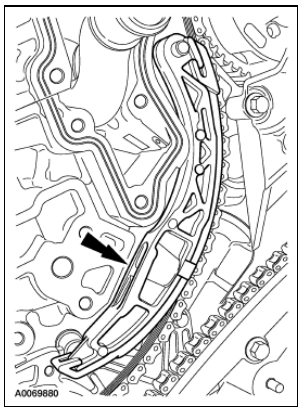
   Install the LH VCT solenoid housing assembly and the bolts.



5. Install the LH timing chain, aligning the copper (or marked) link with the marks on the camshaft and crankshaft sprockets.

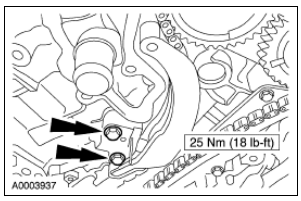


6. Install the LH timing chain tensioner arm.

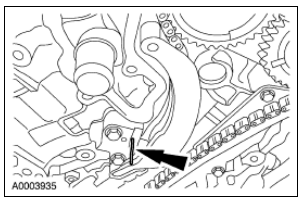


7. **NOTE:** Be sure to position the tensioner so that the tensioner piston is fully engaged in the tensioner arm.

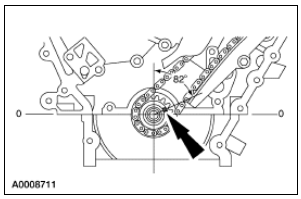
Install the LH timing chain tensioner and bolts.



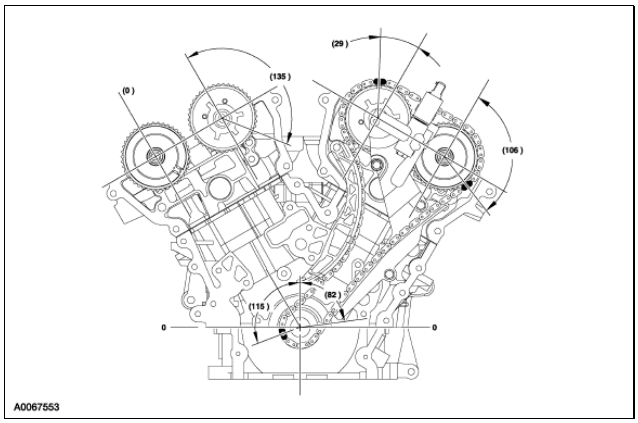
8. Remove the wire or paper clip from the tensioner.



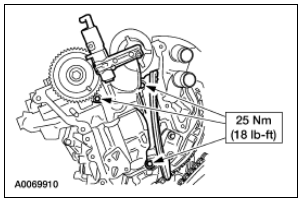
9. Rotate the crankshaft clockwise and position the keyway at the three o'clock position for RH timing chain installation.



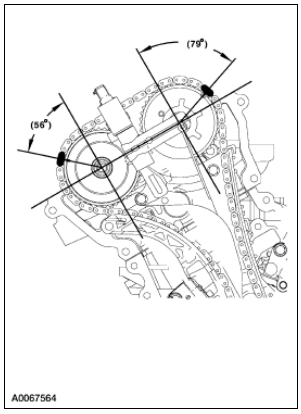
10. Verify that the copper (or marked) links on the LH timing chain are in alignment with the timing marks on the camshaft and crankshaft sprockets.



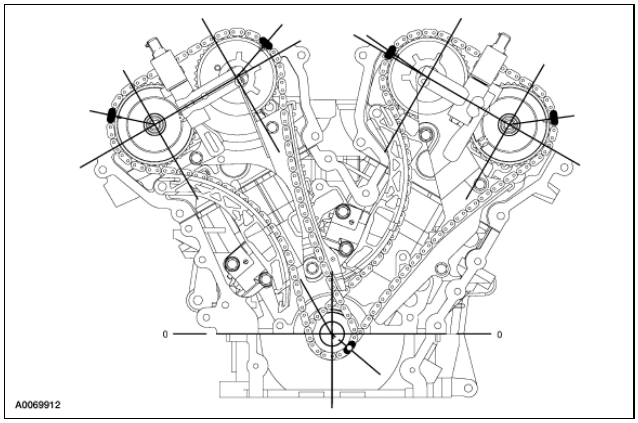
11. Install the RH VCT solenoid housing assembly and bolts.



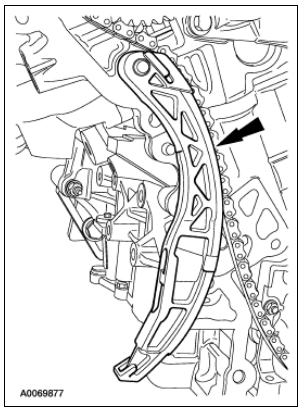
12. Install the RH timing chain, aligning the copper or (marked) links with the marks on the camshaft and crankshaft sprockets.



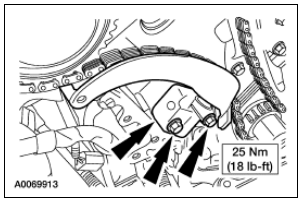
13. Verify that the copper (or marked) links on the RH timing chain are in alignment with the timing marks on the camshaft and crankshaft sprockets.



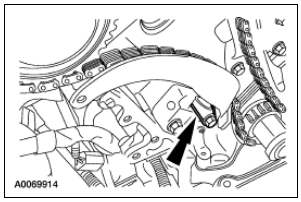
14. Install the RH timing chain tensioner arm.



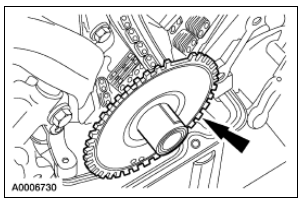
15. Install the RH timing chain tensioner and bolts.



16. Remove the wire or paper clip from the RH timing chain tensioner.



17. Install the ignition pulse wheel using the orange marked keyway slot and the teeth facing forward.



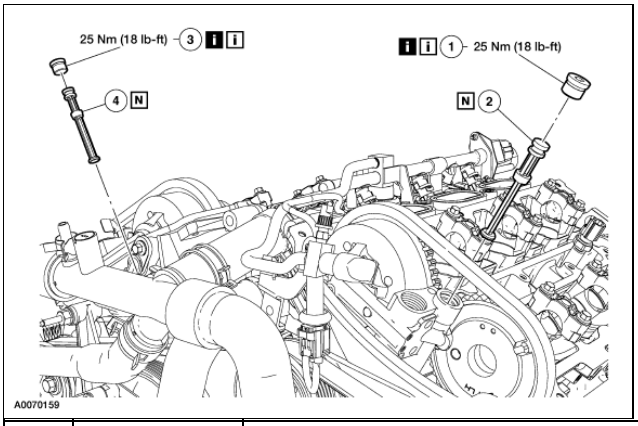
Variable Camshaft Timing (VCT) System Oil Filter

Printable View (197 KB)

Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

1. Remove the LH valve cover. For additional information, refer to Valve Cover LH in this section.
2. Remove the RH valve cover. For additional information, refer to Valve Cover RH in this section.
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal order.

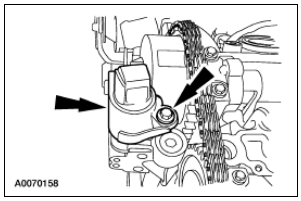


Item	Part Number	Description
1	6C260	LH Variable camshaft timing (VCT) system oil filter plug Removal Note
1	6C260	LH Variable camshaft timing (VCT) system oil filter plug Installation Note
2		LH VCT oil filter (part of 6C260)
3	6C260	RH VCT system oil filter plug Removal Note
3	6C260	RH VCT system oil filter plug Installation Note
4		RH VCT oil filter (part of 6C260)

Items 1 and 3: Variable Camshaft Timing (VCT) System Oil Filter Cap Removal Note

1. **NOTE:** LH is shown, RH is similar.

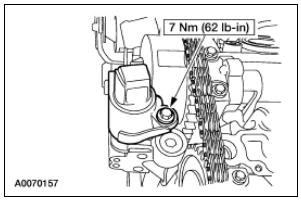
Remove the bolt and the variable camshaft timing (VCT) solenoid.



Items 1 and 3: VCT System Oil Filter Cap Installation Note

1. **NOTE:** LH is shown, RH is similar.

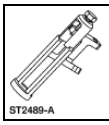
   Install VCT solenoid and the bolt.



Camshaft, Valve Springs and Valve Seals

Printable View (483 KB)

Special Tool(s)

 ST2489-A	Compressor, Valve Spring 303-648

Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

Removal and Installation

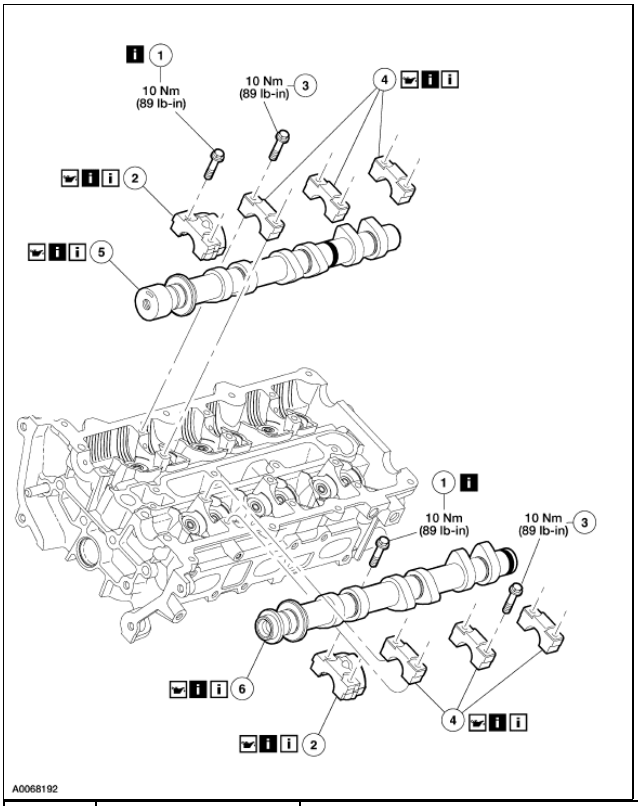
⚠ CAUTION: Cylinder head camshaft journal caps and cylinder heads are numbered to be sure they are assembled in their original positions. Keep camshaft journal caps with the cylinder head from which they were removed. Do not mix with camshaft journal caps from another cylinder head.

1. Remove the timing drive components. For additional information, refer to Timing Drive Components in this section.

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the listed steps.

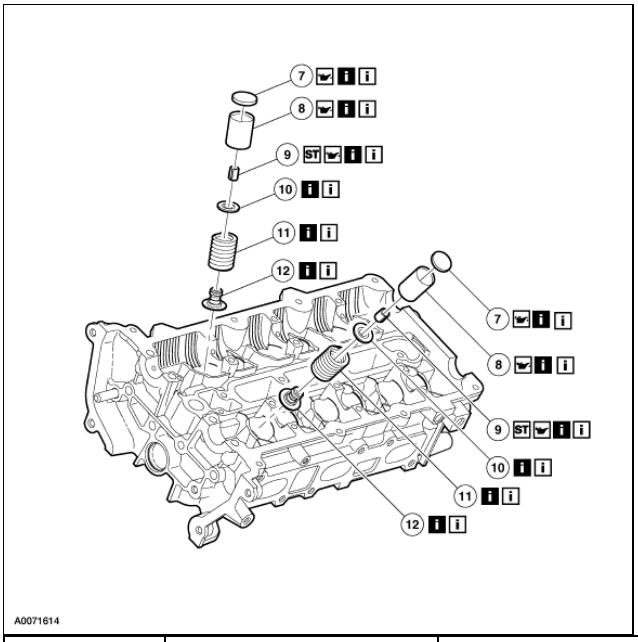
Component	Steps
Camshafts	1-5
Valve springs and valve seals	1-12

3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W705391	Camshaft journal thrust cap bolts (4 req'd) Removal Note
2	6B280	Camshaft journal thrust caps (2 req'd) Removal Note
2	6B280	Camshaft journal thrust caps (2 req'd) Installation Note
3	W705391	Camshaft journal bolts (12 req'd)
4	6B281	Camshaft journal caps (6 req'd) Removal Note
4	6B281	Camshaft journal caps (6 req'd) Installation Note
5	6A269	Intake camshaft Removal Note
5	6A269	Intake camshaft Installation Note
6	6A267	Exhaust camshaft Removal Note
6	6A267	Exhaust camshaft Installation Note

4. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
7	6K514	Shim Removal Note
7	6K514	Shim Installation Note
8	6500	Tappet Removal Note
8	6500	Tappet Installation Note
9	6518	Valve spring retainer key Removal Note
9	6518	Valve spring retainer key Installation Note
10	6514	Valve spring retainer Removal Note
10	6514	Valve spring retainer Installation Note
11	6513	Valve spring Removal Note
11	6513	Valve spring Installation Note
12	6A517	Valve stem seal Removal Note
12	6A517	Valve stem seal Installation Note

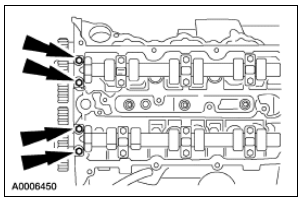
Item 1: Camshaft Journal Thrust Cap Bolts Removal Note

1. **⚠ CAUTION: Remove the camshaft journal thrust caps prior to loosening the other camshaft journal cap bolts. Damage to the camshaft journal thrust caps can occur if not removed first.**

   ⚠ CAUTION: Cylinder head camshaft journal caps and cylinder heads are numbered to be sure they are assembled in their original positions. Keep camshaft journal caps with the

cylinder head from which they were removed. Do not mix with camshaft journal caps from another cylinder head.

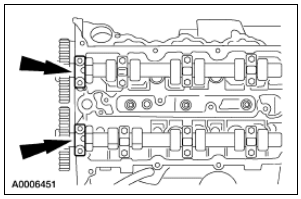
Remove the bolts.



Item 2: Camshaft Journal Thrust Cap Removal Note

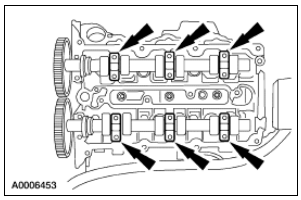
1. **NOTE:** The camshaft journal thrust caps have alignment dowels.

   Using a soft-faced mallet, gently loosen and remove the camshaft journal thrust caps.



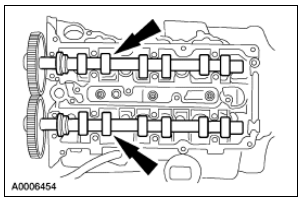
Item 4: Camshaft Journal Caps Removal Note

1. Using a soft-faced mallet, gently loosen and remove the remaining camshaft journal caps.



Items 5 and 6: Intake And Exhaust Camshafts Removal Note

1. Use care when lifting out the camshafts.



Items 7 and 8: Tappet and Shim Removal Note

1. ⚠ **CAUTION: Do not use any means of marking the shims other than a permanent type marker. Any scratches or paint on the shims can result in incorrect lash adjustment and severe engine damage.**

   ⚠ **CAUTION: The tappets and shims must be installed in their original position to make sure of correct valve lash settings.**

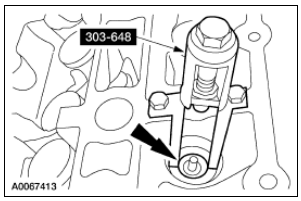
   Remove the tappet and shim.

Items 9-12: Valve Spring Retainer Key, Retainer, Valve Spring and Valve Stem Seal Removal Note

1. Remove the spark plug for the cylinder being serviced.

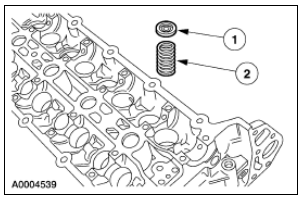
2. Position the piston for the cylinder being serviced at the top of its stroke and pressurize the cylinder with compressed air.

3. Using the special tool, compress the valve spring and remove the retainer keys.

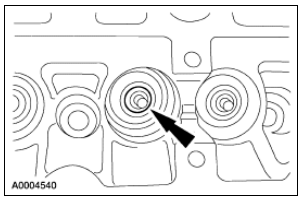


4. Repeat the procedure for all of the cylinders to be serviced.

5. Remove the valve spring.
    1. Remove the retainer.
    2. Remove the valve spring.

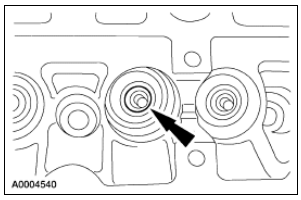


6. Remove the valve stem seal.



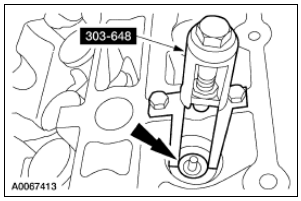
Items 9-12: Valve Spring Retainer Key, Retainer, Valve Spring and Valve Stem Seal Installation Note

1. Install the valve stem seal.



2. Install the valve spring and retainer.

3. Using the special tool, compress the valve spring and install the retainer keys.



4. Release the compressed air used to hold the valves closed.

5. Install the spark plug. For additional information, refer to Section 303-04A .

Items 7 and 8: Tappet and Shim Installation Note

1. **⚠ CAUTION: The tappets and shims must be installed in their original position to make sure of correct valve lash settings.**

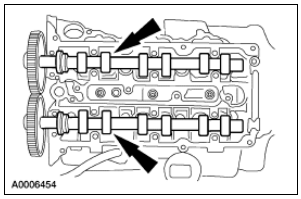
   NOTE: Lubricate the tappet shims and camshaft lobes with clean engine oil.

   Install the tappet and shim.

Items 5 and 6: Exhaust and Intake Camshafts Installation Note

1. **NOTE:** Be sure camshaft bearing caps are installed in their original positions.

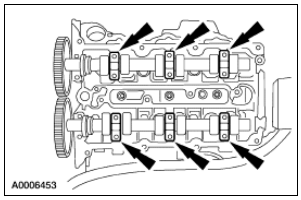
   Lubricate camshafts with clean engine oil and carefully position the camshafts into the cylinder head.



Item 4: Camshaft Journal Caps Installation Note

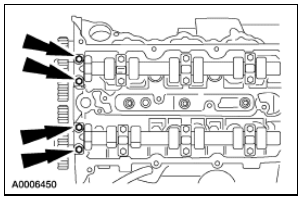
1. **⚠ CAUTION: Do not install the camshaft journal thrust caps until all of the camshaft bearing caps have been installed, or damage to the thrust caps can occur.**

   Lubricate the bearing surfaces of the camshaft bearing caps with clean engine oil, install the bearing caps, and loosely install the bolts.

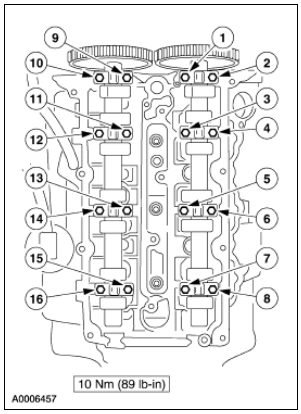


Item 2: Camshaft Journal Thrust Cap Installation Note

1. Lubricate the bearing surfaces of the camshaft journal thrust caps with clean engine oil, install the caps, and loosely install the bolts.

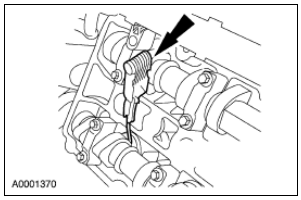


2. Tighten the bolts in the sequence shown.



3. ⚠ **CAUTION: If any components are installed new, the engine must be reshimmed or engine damage can occur.**

   Using a feeler gauge, confirm that the tappet and shim clearances are within specification. For additional information, refer to Valve Clearance Check in this section.



4. If tappet and shim clearances are not within specifications, adjust the clearance. For additional information, refer to Valve Clearance Adjustment in this section.

⚠ **CAUTION: Verify that the crankshaft is in the nine o'clock position before rotating the camshafts, or damage to the valve train can result.**

5. Rotate the camshafts to be sure they are not binding. If binding occurs, check to make sure that all bearing caps are in the original positions. Loosen all bearing cap bolts in reverse order and then tighten again.

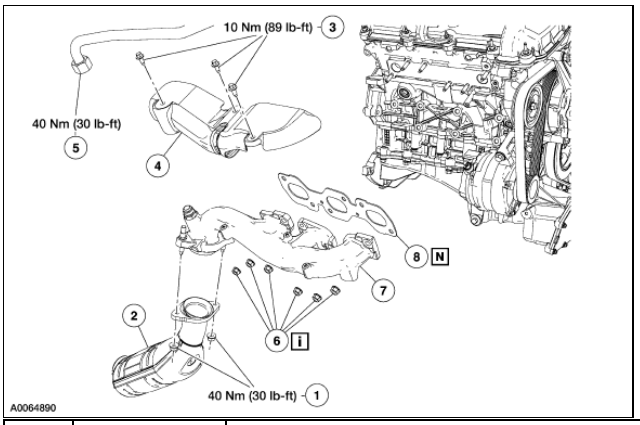
6. Install the timing drive components. For additional information, refer to Timing Drive Components in this section.

Exhaust Manifold RH

Printable View (127 KB)

Removal and Installation

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .
2. Remove the RH lower splash shield.
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



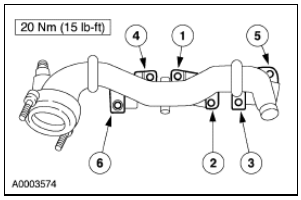
Item	Part Number	Description
1	HN1	Catalytic converter-to-exhaust manifold nuts (2 req'd)
2	5E212A	Catalytic converter (position aside)
3	HS1	Heat shield bolts (3 req'd)
4	9A462A	RH heat shield
5	9D477	Exhaust manifold-to-exhaust gas recirculation (EGR) valve tube (position aside)
6	HN1	Exhaust manifold nuts (6 req'd) Installation Note
7	9430A	RH exhaust manifold
8	9448	RH exhaust manifold gasket

Item 6: RH Exhaust Manifold Nuts Installation Note

1. **NOTE:** To verify the seal, the manifold bolts must be tightened to the same specification two times.

   Tighten the exhaust manifold nuts in the sequence shown in two stages:

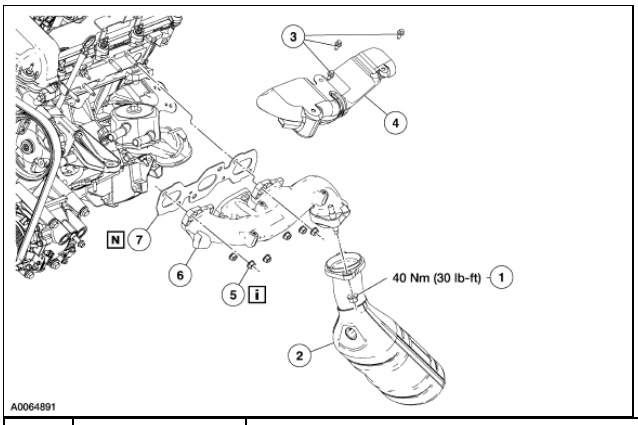
   - Stage 1: Tighten to 20 Nm (15 lb-ft).
   - Stage 2: Tighten to 20 Nm (15 lb-ft).


20 Nm (15 lb-ft)
4
1
5
6
2
3
A0003574

Exhaust Manifold LH Printable View (117 KB)

Removal and Installation

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .
2. Remove the LH lower splash shield.
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



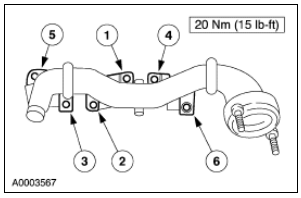
Item	Part Number	Description
1	HN1	Catalytic converter-to-exhaust manifold nuts (2 req'd)
2	5E212B	Catalytic converter (position aside)
3	HS1	LH heat shield bolts
4	9A462B	LH heat shield
5	HN1	Exhaust manifold nuts (6 req'd) Installation Note
6	9430B	LH exhaust manifold
7	9448	LH exhaust manifold gasket

Item 5: LH Exhaust Manifold Nuts Installation Note

1. **NOTE:** To make sure of a seal, the manifold bolts must be tightened to the same specification two times.

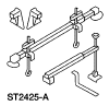
   Using a new gasket, install the exhaust manifold. Tighten the nuts in two stages.

   - Stage 1: Tighten to 20 Nm (15 lb-ft).
   - Stage 2: Tighten to 20 Nm (15 lb-ft).


5
1
4
20 Nm (15 lb-ft)
3
2
6
A0003567

Cylinder Head LH Printable View (295 KB)

Special Tool(s)

 ST2425-A	Three Bar Engine Support Kit 303-F072

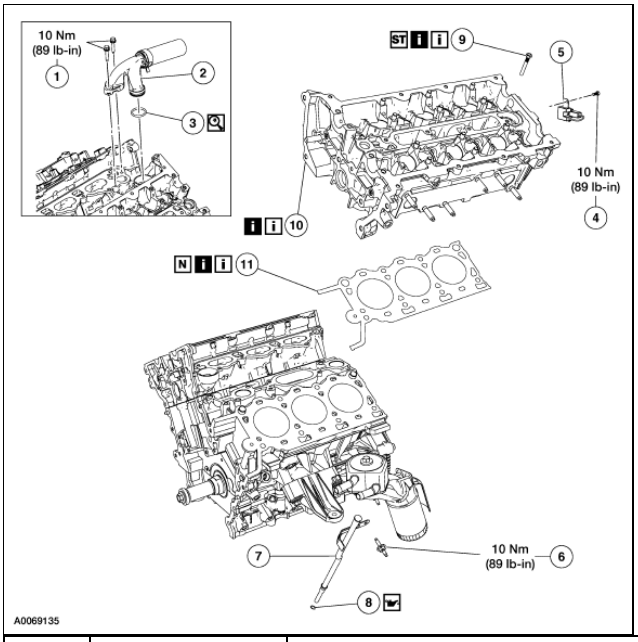
Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

Removal and Installation

⚠ CAUTION: Some of the following references contain referrals to other procedures that also must be completed. These procedures must be carried out in their entirety in order to complete this procedure.

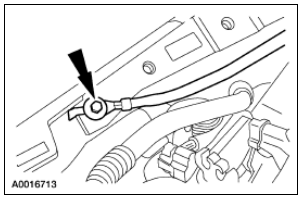
1. Remove the LH camshafts. For additional information, refer to Camshaft, Valve Springs and Valve Seals in this section.
2. Remove the LH exhaust manifold. For additional information, refer to Exhaust Manifold LH in this section.
3. Remove the lower intake manifold. For additional information, refer to Lower Intake Manifold in this section.
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



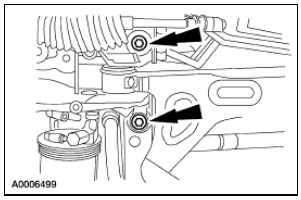
Item	Part Number	Description
1	W701669	Coolant outlet pipe mounting bolts (2 req'd)
2	8548	Coolant outlet pipe
3		Coolant outlet pipe O-ring seal
4	W500213	Radio ignition interference capacitor bolt
5	18801	Radio ignition interference capacitor
6	W701822	Oil level indicator tube mounting stud
7	6754	Oil level indicator tube
8		Oil level indicator tube O-ring seal
9	6065	Cylinder head bolts (8 req'd) Removal Note
9	6065	Cylinder head bolts (8 req'd) Installation Note
10	6050	Cylinder head Removal Note
10	6050	Cylinder head Installation Note
11	6083	Cylinder head gasket Removal Note
11	6083	Cylinder head gasket Installation Note

Items 9, 10 and 11: Cylinder Head Gasket, Cylinder Head and Cylinder Head Bolts Removal Note

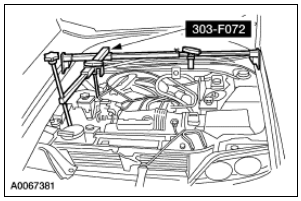
1. Remove the ground strap.



2. Install the four crossmember bolts.



3. Remove the special tool.



Items 9, 10 and 11: Cylinder Head Bolts, Cylinder Head, and Cylinder Head Gasket Installation Note

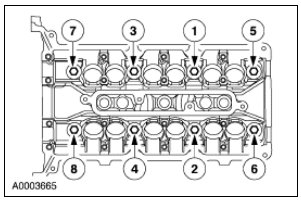
1. **⚠ CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.**

   ⚠ CAUTION: New cylinder head bolts must be installed. They are tighten-to-yield designed and cannot be reused.

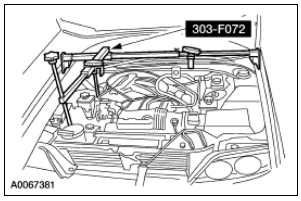
   NOTE: LH and RH cylinder head gaskets are not interchangeable.

   Using a new cylinder head gasket and bolts, install the LH cylinder head and loosely install the bolts.

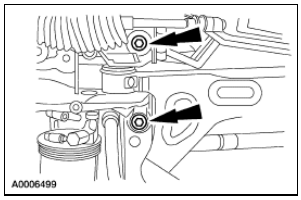
2. Tighten the bolts in six stages in the sequence shown.
   - Stage 1: Tighten to 30 Nm (22 lb-ft).
   - Stage 2: Rotate 90 degrees.
   - Stage 3: Back out a minimum of one full turn (360 degrees).
   - Stage 4: Tighten to 30 Nm (22 lb-ft).
   - Stage 5: Rotate 90 degrees.
   - Stage 6: Rotate all bolts an additional 90 degrees.



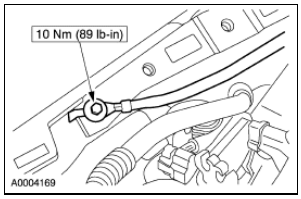
3. Install the special tool.



4. Remove the four crossmember bolts.

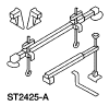


5. Install the ground strap.



Cylinder Head RH Printable View (285 KB)

Special Tool(s)

 ST2425-A	Three Bar Engine Support Kit 303-F072

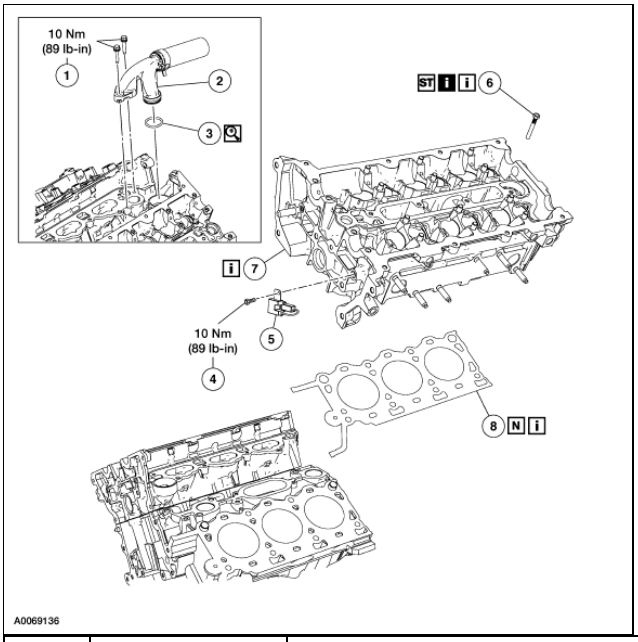
Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

Removal and Installation

⚠ CAUTION: Some of the following references contain referrals to other procedures that also must be completed. These procedures must be carried out in their entirety in order to complete this procedure.

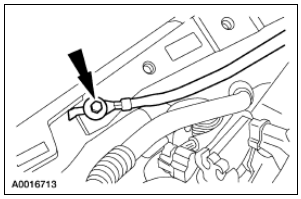
1. Remove the RH camshafts. For additional information, refer to Camshaft, Valve Springs and Valve Seals in this section.
2. Remove the RH exhaust manifold. For additional information, refer to Exhaust Manifold RH in this section.
3. Remove the lower intake manifold. For additional information, refer to Lower Intake Manifold in this section.
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



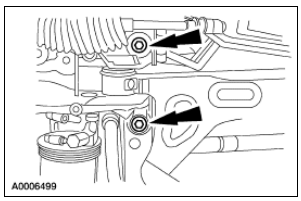
Item	Part Number	Description
1	W701669	Coolant outlet pipe mounting bolts (2 req'd)
2	8548	Coolant outlet pipe
3		Coolant outlet pipe O-ring seal
4	W500213	Radio ignition interference capacitor bolt
5	18801	Radio ignition interference capacitor
6	6065	Cylinder head bolts (8 req'd) Removal Note
6	6065	Cylinder head bolts (8 req'd) Installation Note
7	6049	Cylinder head Installation Note
8	6083	Cylinder head gasket Installation Note

Item 6: Cylinder Head Bolts Removal Note

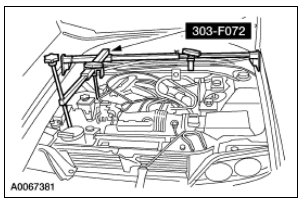
1. Remove the ground strap.



2. Install the four crossmember bolts.



3. Remove the special tool.



Items 6, 7 and 8: Cylinder Head Bolts, Cylinder Head, and Cylinder Head Gasket Installation Note

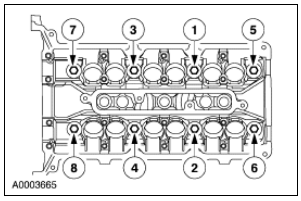
1. **⚠ CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of the head gasket.**

   ⚠ CAUTION: New cylinder head bolts must be installed. They are tighten-to-yield designed and cannot be reused.

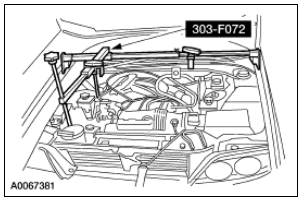
   NOTE: LH and RH cylinder head gaskets are not interchangeable.

   Using a new cylinder head gasket and bolts, install the RH cylinder head and loosely install the bolts.

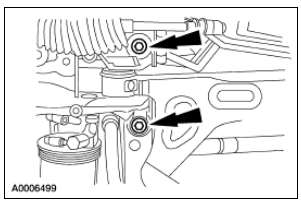
2. Tighten the bolts in six stages in the sequence shown.
   - Stage 1: Tighten to 30 Nm (22 lb-ft).
   - Stage 2: Rotate 90 degrees.
   - Stage 3: Back out a minimum of one full turn (360 degrees).
   - Stage 4: Tighten to 30 Nm (22 lb-ft).
   - Stage 5: Rotate 90 degrees.
   - Stage 6: Rotate all bolts an additional 90 degrees.



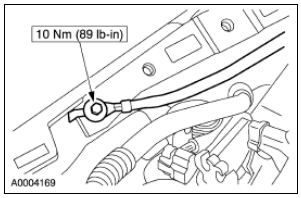
3. Install the special tool.



4. Remove the four crossmember bolts.



5. Install the ground strap.


10 Nm (89 lb-in)
A0004169

Oil Cooler

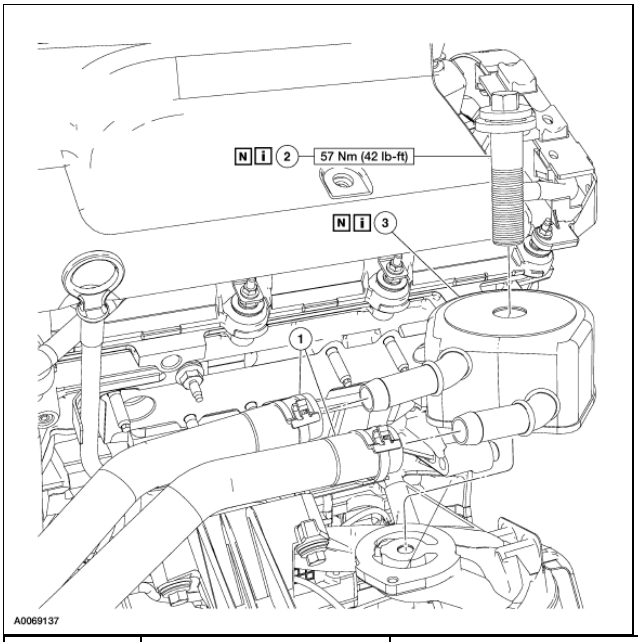
Printable View (195 KB)

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A

Removal and Installation

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .
2. Drain the engine cooling system. For additional information, refer to Section 303-03 .
3. Remove the LH exhaust manifold. For additional information, refer to Exhaust Manifold LH in this section.
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.

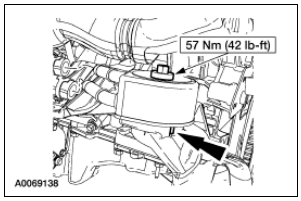


Item	Part Number	Description
1	8286	Oil cooler hoses (2 req'd)
2		Oil cooler bolt (part of 6A642) Installation Note
3	6A642	Oil cooler Installation Note

6. Fill and bleed the engine cooling system. For additional information, refer to Section 303-03 .

Items 2 and 3: Oil Cooler Bolt and Oil Cooler Installation Note

1. Install the oil cooler and bolt finger-tight. Rotate the oil cooler clockwise until the locating pin hits the stop. Tighten the bolt to specification.



Oil Filter Adapter

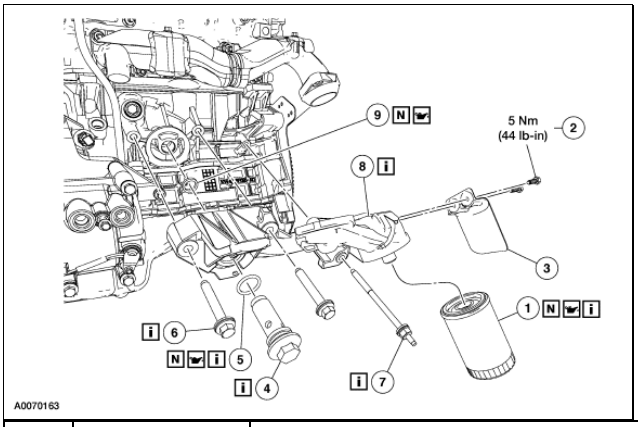
Printable View (116 KB)

Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

Removal and Installation

1. Remove the LH engine mount. For additional information, refer to Engine Mount - LH in this section.
2. If equipped, remove the oil cooler. For additional information, refer to Oil Cooler in this section.
3. Drain the engine oil.
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	6731	Oil filter Installation Note
2		Oil filter shield bolt
3	6N634	Oil filter shield
4	6894	Oil filter adapter banjo bolt Installation Note
5	6L709	O-ring seal Installation Note
6	HB1	Oil filter adapter bolts (2 req'd) Installation Note
7	HT1	Oil filter adapter stud bolt Installation Note
8	6881A/B	Oil filter adapter (oil cooler equipped/not equipped)

		Installation Note
9	6840	O-ring seal

6. Fill the engine with clean engine oil.

Item 8: Oil Filter Adapter Installation Note

1. Clean and inspect the oil filter adapter and engine mating surfaces.

Items 4- 7, Oil Filter Adapter Banjo Bolt, O-ring, Oil Filter Adapter Bolts, and Oil Filter Adapter Stud Bolt Installation Note

1. Install the O-ring seal on the banjo bolt and lubricate with clean engine oil.

2. Install the oil filter adapter banjo bolt, bolts, and studbolt hand tight. Tighten the bolts in six stages.
   - Stage 1: Tighten the banjo bolt to 30 Nm (22 lb-ft).
   - Stage 2: Tighten the bolts to 26 Nm (19 lb-ft).
   - Stage 3: Tighten the studbolt to 25 Nm (18 lb-ft).
   - Stage 4: Tighten the banjo bolt to 155 Nm (114 lb-ft).
   - Stage 5: Tighten the bolts to 40 Nm (30 lb-ft).
   - Stage 6: Tighten the bolts an additional 90 degrees.

Item 1: Oil Filter Installation Note

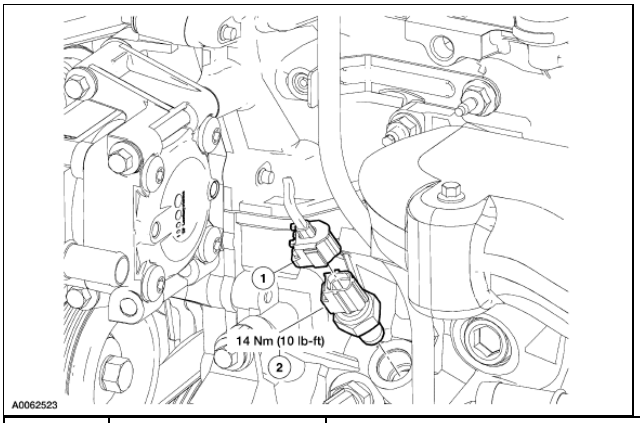
1. Using an oil filter strap wrench, install the oil filter until the seal makes contact. Tighten an additional 270 degrees.

Oil Pressure Switch

Printable View (119 KB)

Removal and Installation

1. Remove the components in the order indicated in the following illustration and table.
2. To install, reverse the removal procedure.



Item	Part Number	Description
1	12A581	Oil pressure sensor electrical connector
2	9278	Oil pressure switch

Oil Level Indicator and Tube

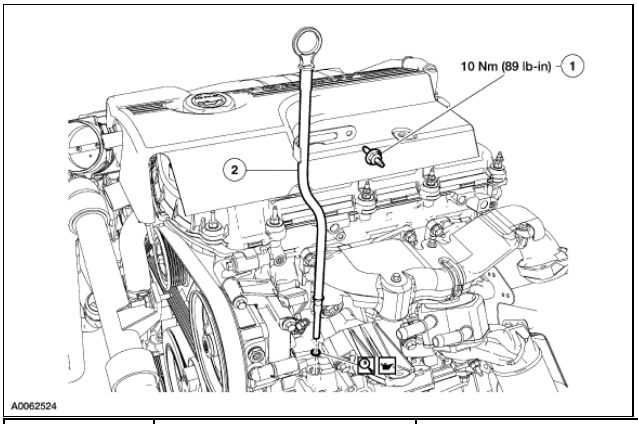
Printable View (137 KB)

Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

Removal

1. Remove the components in the order indicated in the following illustration and table.
2. To install, reverse the removal procedure.

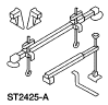
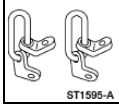


Item	Part Number	Description
1	HT1	Oil level indicator tube stud
2	6754	Oil level indicator tube

Oil Pan, Oil Pump, Oil Pump Screen and Pickup Tube

Printable View (647 KB)

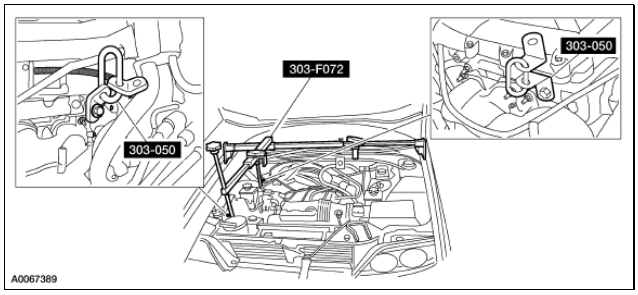
Special Tool(s)

 ST2425-A	Three-Bar Engine Support Kit 303-F072
 ST1595-A	Lifting Brackets, Engine 303-050 (T70P-6000)

Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H
Silicone Gasket and Sealant F7AZ-19554-EA or equivalent	WSE-M4G323-A4

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Remove the radiator upper sight shield.
3. Remove the air cleaner assembly. For additional information, refer to Section 303-04A .
4. Install the special tools.

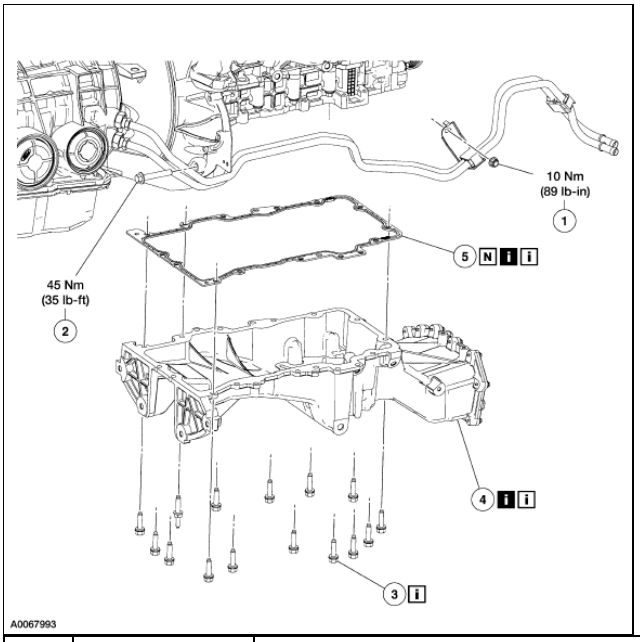


5. Remove the steering gear. For additional information, refer to Section 211-00 .
6. Remove the RH front splash shield, the LH front splash shield, and the front center splash shield.
7. Remove the generator. For additional information, refer to Section 414-00 .
8. Remove the A/C compressor. For additional information, refer to Section 412-00 .
9. Drain the engine oil.

10. To remove individual components, only carry out the listed steps.

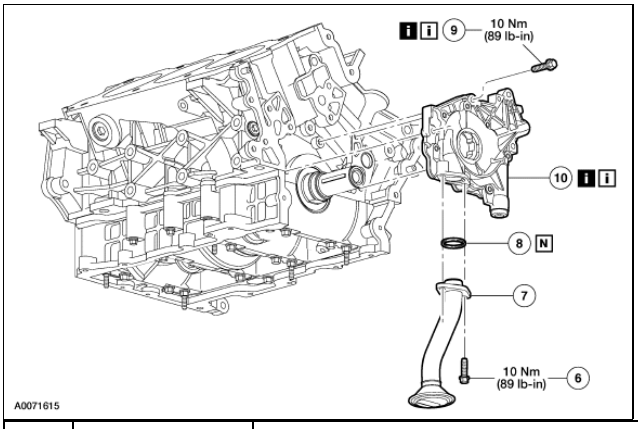
Component	Steps
Oil pan	1-5
Oil pump screen and pickup tube	1-9
Oil pump	1-11

11. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Oil cooler tube mounting bolt
2		Transmission-to-oil pan mounting bolts (4 req'd)
3	W701605	Oil pan fasteners (5 req'd) Installation Note
4	6675	Oil pan Removal Note
4	6675	Oil pan Installation Note
5	6710	Oil pan gasket Removal Note
5	6710	Oil pan gasket Installation Note

12. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.

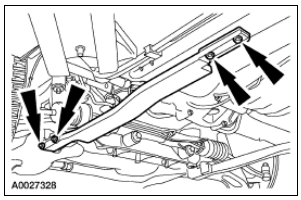


Item	Part Number	Description
6	W700005	Screen and pick-up tube mounting bolts (2 req'd)
7	6622	Screen and pick-up tube
8		Screen and pick-up tube O-ring seal
9	W704566	Oil pump mounting bolts (4 req'd) Removal Note
9	W704566	Oil pump mounting bolts (4 req'd) Installation Note
10	6621	Oil pump Removal Note
10	6621	Oil pump Installation Note

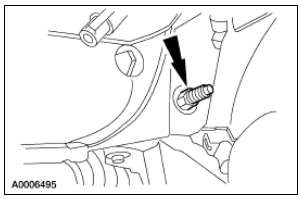
13. To install, reverse the removal procedure.

Item 4: Oil Pan Removal Note

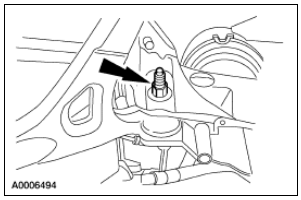
1. Remove the eight bolts and the two front I-braces.



2. Remove the LH lower control arm through-bolt.

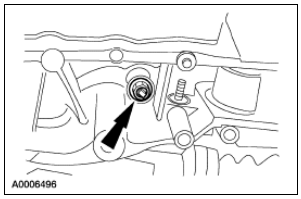


3. Remove the RH lower control arm through-bolt.

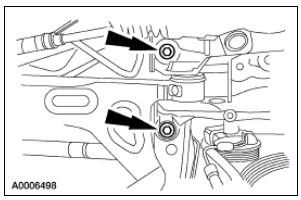


4. **NOTE:** LH shown; RH similar.

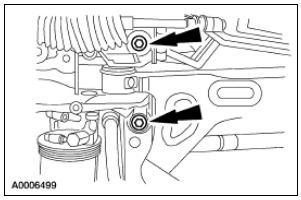
   Remove the LH and RH engine mount nuts.



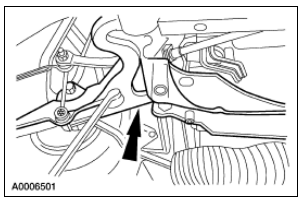
5. Remove the LH subframe bolts.



6. Remove the RH subframe bolts.



7. Gently pry the subframe down and remove the oil pan.



Item 5: Oil Pan Gasket Removal Note

1. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of gasket material.**

   Discard the oil pan gasket.

Items 9 and 10: Oil Pump and Bolts Removal Note

1. Remove the timing drive components. For additional information, refer to Timing Drive Components in this section.

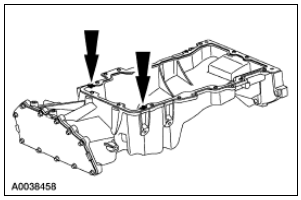
Items 9 and 10: Oil Pump and Bolts Installation Note

1. Install the timing drive components. For additional information, refer to Timing Drive Components in this section.

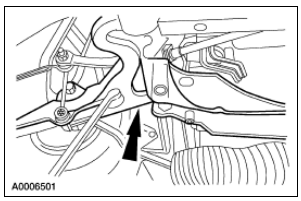
Items 3, 4, and 5: Oil Pan Fasteners, Oil Pan, and Oil Pan Gasket Installation Note

1. ⚠ **CAUTION: The oil pan must be installed and the bolts tightened within four minutes of the sealant application.**

   Apply a 10 mm (0.40 in) dot of silicone gasket and sealant to the oil pan gasket in the indicated positions.



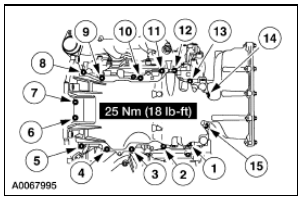
2. Gently pry the subframe down and install the oil pan.



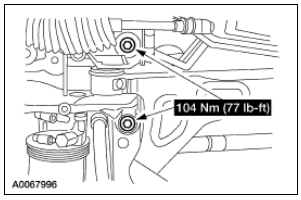
3. **NOTE:** Fasteners No. 4 and No. 9 are studs.

   Position the oil pan and install the studs and bolts.

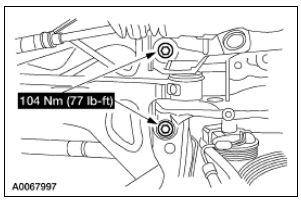
   - Tighten the bolts in the sequence shown.



4. Install the RH subframe bolts.

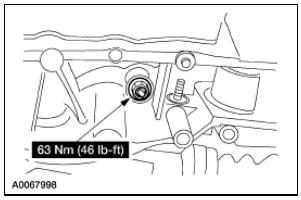


5. Install the LH subframe bolts.

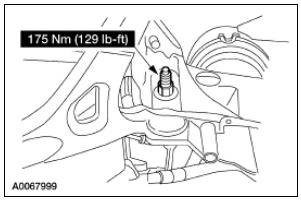


6. **NOTE:** LH shown; RH similar.

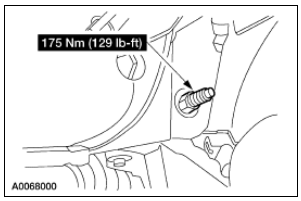
   Install the LH and RH engine mount nuts.



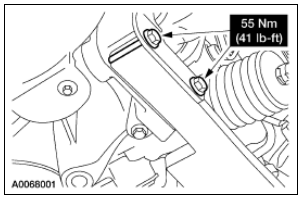
7. Install the RH lower control arm through-bolt.



8. Install the LH lower control arm through-bolt.



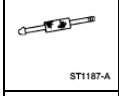
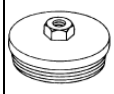
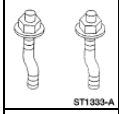
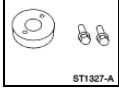
9. Install the eight bolts and the two front I-braces.



Flexplate or Flywheel and Crankshaft Rear Seal

Printable View (176 KB)

Special Tool(s)

 ST1187-A	Slide Hammer 307-005 (T59L-100-B)
 ST1382-A	Remover, Crankshaft Rear Oil Seal 303-519 (T95P-6701-EH)
 ST1333-A	Installer Bolts, Crankshaft Rear Main Oil Seal 303-384 (T91P-6701-A)
 ST1327-A	Installer, Crankshaft Rear Main Oil Seal 303-178 (T82L-6701-A)

Material

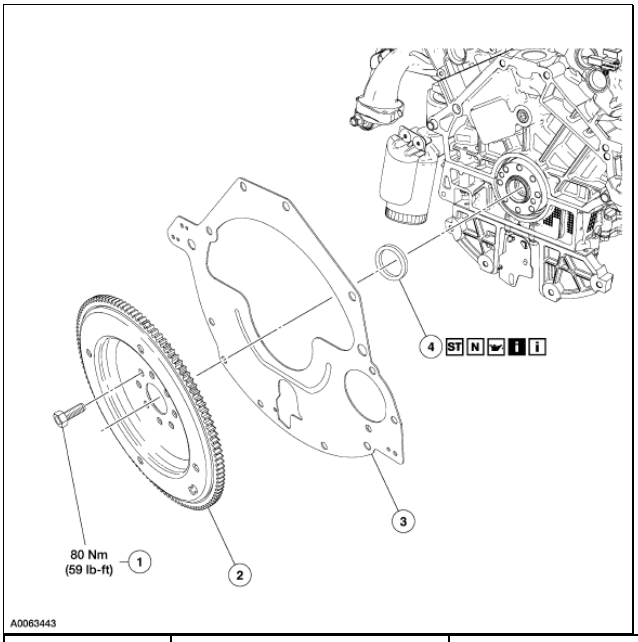
Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

Removal and Installation

1. Remove the transmission. For additional information, refer to Section 307-01 .
2. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the listed steps.

Component	Steps
Flexplate	1-2
Crankshaft rear seal	1-4

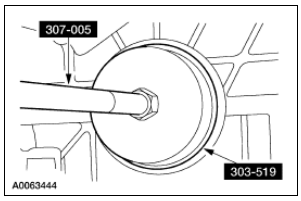
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	6379	Flexplate bolts (8 req'd)
2	6375	Flexplate
3	6A372	Spacer plate
4	6701	Crankshaft rear seal Removal Note
4	6701	Crankshaft rear seal Installation Note

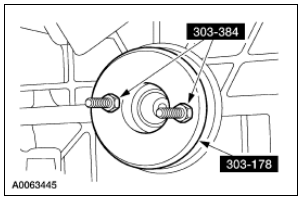
Item 4: Crankshaft Rear Seal Removal Note

1. Using the special tools, remove the crankshaft rear seal.



Item 4: Crankshaft Rear Seal Installation Note

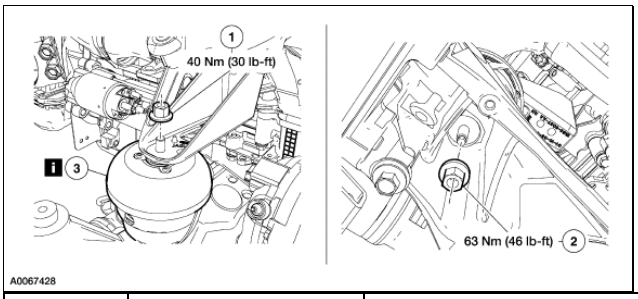
1. Lubricate the outer lips and the inner seal on the crankshaft rear seal with clean engine oil.
2. Using the special tools, install the crankshaft rear oil seal.



Engine Mount RH Printable View (107 KB)

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Remove the intake manifold tuning valves. For additional information, refer to Section 303-04A .
3. Remove the fresh air inlet duct housing. For additional information, refer to Section 303-04A .
4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	N621942	Engine mount upper mounting nut
2	N621942	Engine mount lower mounting nut
3	6A003	RH engine mount Removal Note

5. To install, reverse the removal procedure.

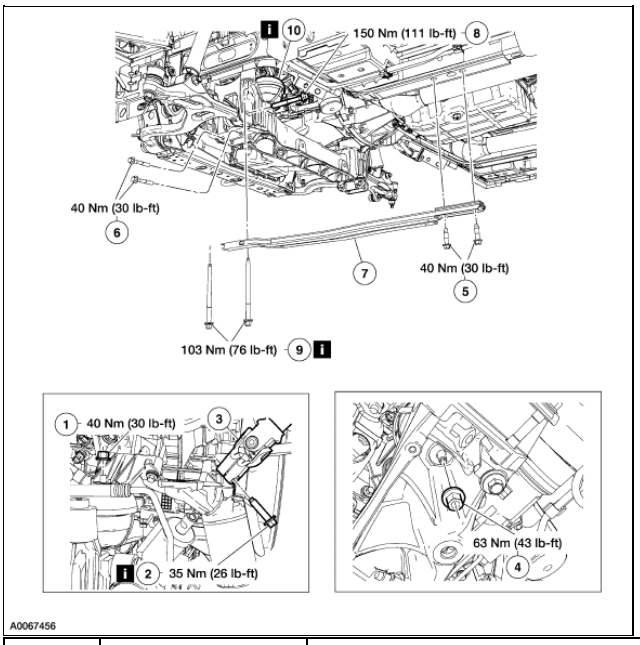
Item 3: RH Engine Mount Removal Note

1. Raise the engine and remove the engine mount.

Engine Mount LH Printable View (182 KB)

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Remove the intake manifold tuning valves. For additional information, refer to Section 303-04A .
3. Remove the fresh air inlet duct housing. For additional information, refer to Section 412-00 .
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	N621942	LH engine mount upper nut
2	W705133	Intermediate shaft pinch bolt Removal Note
3	3C662	Intermediate shaft
4	N621942	LH engine mount lower nut
5	W707186	Crossmember brace bolts (rear) (4 req'd)
6	N804518	Crossmember brace bolts (front) (4 req'd)
7	5A099	Crossmember brace
8	W706933	Lower control arm through-bolt
9	W706239	Center crossmember bolts (4 req'd) Removal Note
10	6A003	LH engine mount Removal Note

Item 2: Intermediate Shaft Pinch Bolt Removal Note

1. ⚠ **CAUTION: The steering wheel must be in the locked position, or the lower end of the column wired in such a way that the steering column does not rotate, resulting in damage to air bag sliding contact.**

   Disconnect the steering coupling.

Item 9: Center Crossmember Bolts Removal Note

1. Loosen the center crossmember bolts.

Item 10: LH Engine Mount Removal Note

1. Raise the engine and lower the center crossmember to remove the LH engine mount.

Engine

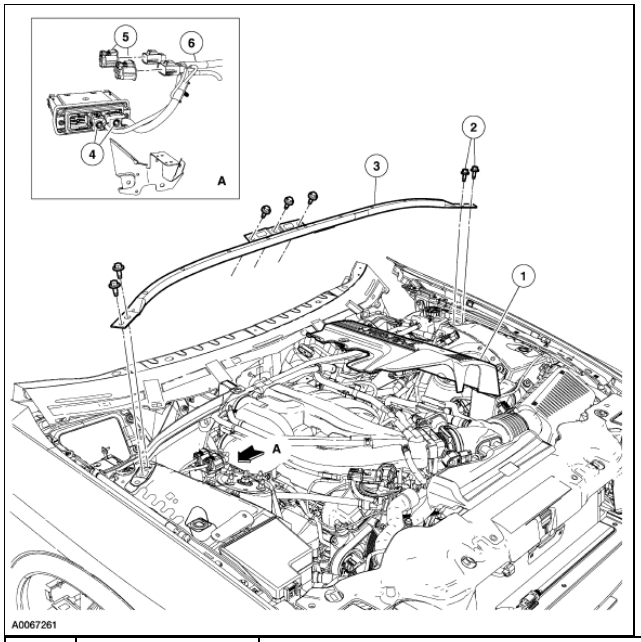
Printable View (3145 KB)

Special Tool(s)

ST1147-A	Disconnect Tool, Spring Lock Coupling (1/2 inch) 310-D005 (D87L-9280-B)
ST1602-A	Spreader Bar 303-D089 (D93P-6001-A3)
ST1595-A	Engine Lifting Brackets 303-050

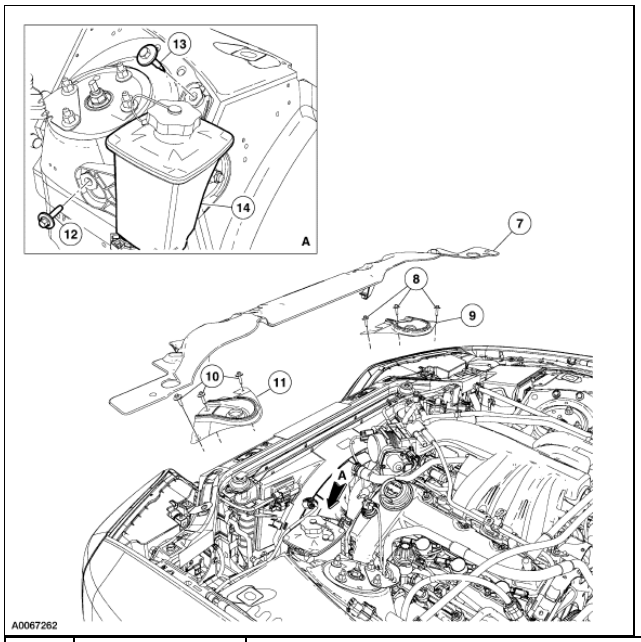
Removal

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Remove the air cleaner assembly. For additional information, refer to Section 303-04A .
4. Release the fuel system pressure. For additional information, refer to Section 310-00 .
5. Drain the engine cooling system. For additional information, refer to Section 303-03 .
6. Discharge the A/C system. For additional information, refer to Section 412-00 .
7. Remove the clean air inlet duct. For additional information, refer to Section 412-00 .
8. Remove the drive shaft. For additional information, refer to Section 205-00 .
9. Remove the exhaust system. For additional information, refer to Section 309-00 .
10. Remove the RH and LH inner fender splash shields.
11. Remove the front splash shield.
12. Remove the RH and LH subframe splash shields.
13. Illustration 1 of 17. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Engine appearance cover
2	W708009	Cross-vehicle support mounting bolts (7 req'd)
3	3B328	Cross-vehicle support
4	14A464	Powertrain control module electrical connectors
5	14A464	Engine wiring harness electrical connectors
6	12B637	Engine wiring harness

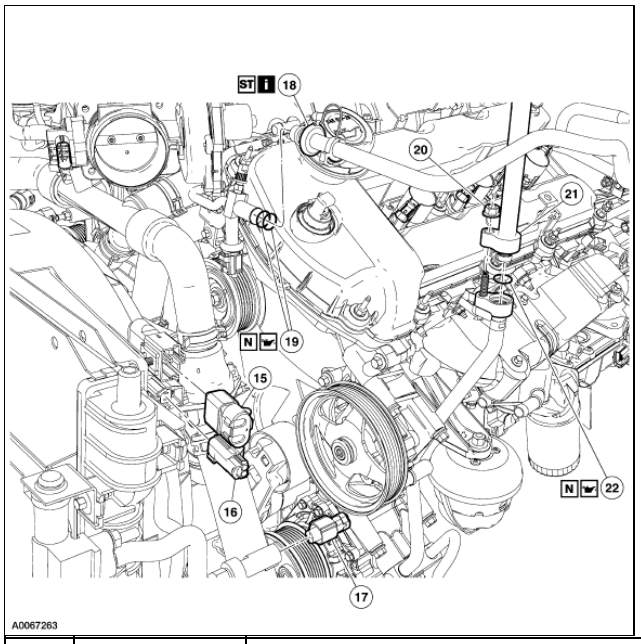
14. Illustration 2 of 17. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
7	8C291	Radiator upper sight shield
8	N606677	Radiator upper support bracket mounting bolts (3 req'd)

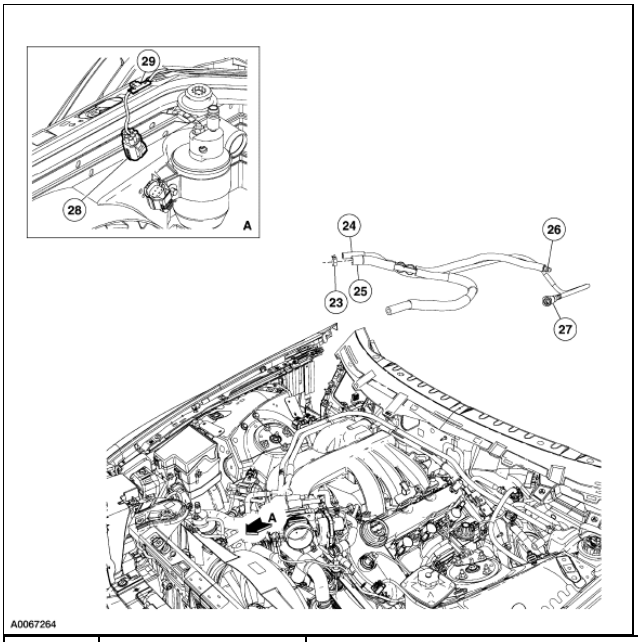
9	8226	Radiator upper support bracket (right)
10	N606677	Radiator upper support bracket mounting bolts (3 req'd)
11	8226	Radiator upper support bracket (left)
12	w705012	Power steering reservoir mounting bolt
13	N803382	Power steering reservoir mounting bolt
14	3R700	Power steering reservoir

15. Illustration 3 of 17. Remove the components in the order indicated in the following illustration and table.



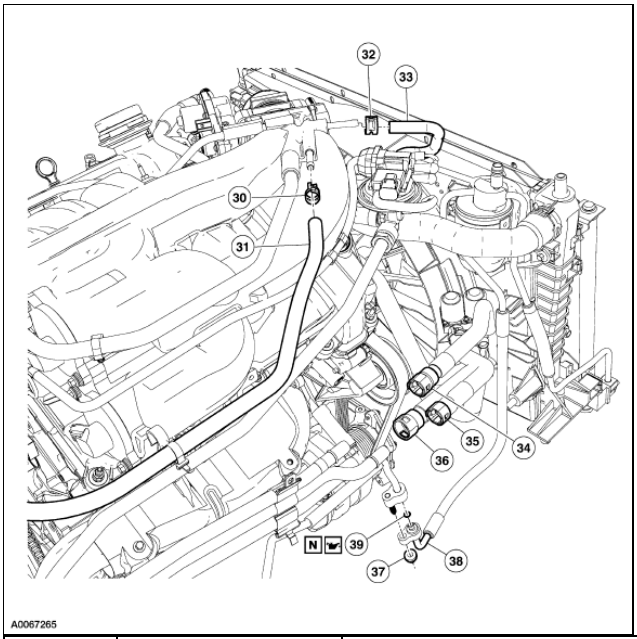
Item	Part Number	Description
15	14A464	Electric cooling fan electrical connector
16	14A464YB	Electric cooling fan electrical connector
17		A/C high pressure switch electrical connector (part of 14A464)
18	9J280	Fuel hose Removal Note
19		Fuel hose O-ring seals (2 req'd)
20	W520413	A/C manifold nut
21	190850	A/C manifold tube
22		A/C manifold tube O-ring seal

16. Illustration 4 of 17. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
23	382999	Vacuum hose clamp
24	9D289	Vacuum hose
25	9C490	Vacuum hose
26	9C490	Brake booster vacuum hose fitting
27	9D289	Vacuum hose quick-connect fitting
28	14A464	Coolant control valve electrical connector
29	12A464	Coolant control valve wiring harness

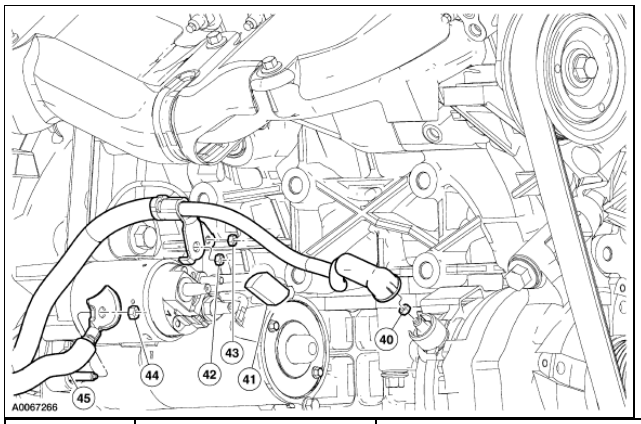
17. Illustration 5 of 17. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
30	15161	Coolant hose clamp
31	89066697	Coolant hose
32	15161	Coolant hose clamp

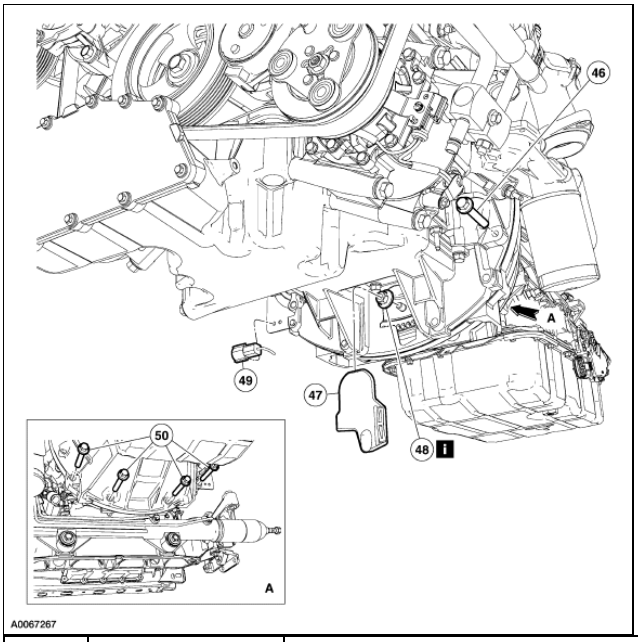
33	89066697	Coolant hose
34	18C266	Coolant hose
35	18C266	Coolant hose
36	18C266	Coolant hose
37	W520413	A/C high-pressure tube mounting nut
38		A/C high-pressure tube
39		A/C high-pressure tube O-ring seal

18. Illustration 6 of 17. Remove the components in the order indicated in the following illustration and table.



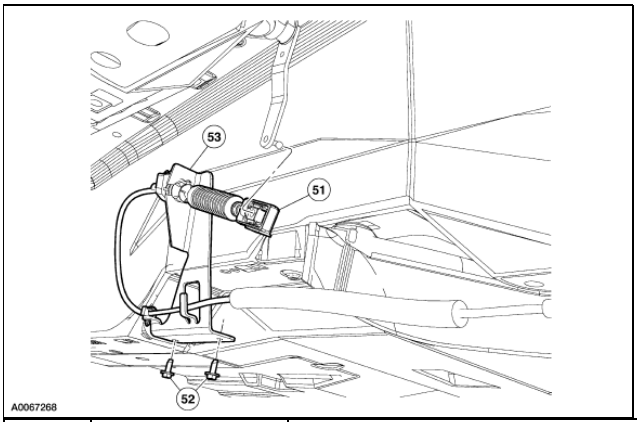
Item	Part Number	Description
40	N805403	Alternator terminal nut
41	11N087	Starter terminal dust cover
42	N800136	Starter solenoid battery cable nut
43	N800156	Starter solenoid wire nut
44	N500617	Ground strap nut
45	14305	Ground strap

19. Illustration 7 of 17. Remove the components in the order indicated in the following illustration and table.



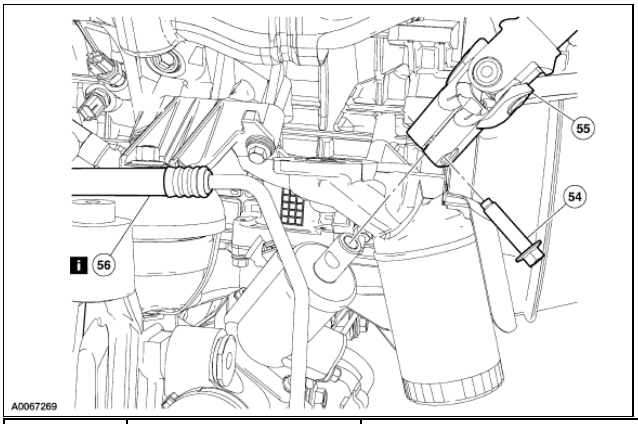
Item	Part Number	Description
46	W500128	Transmission mounting bolt
47		Torque converter access cover
48		Torque converter nuts (4 req'd) Removal Note
49	14A464	Electrical connector
50	W500120	Transmission lower mounting bolts (4 req'd)

20. Illustration 8 of 17. Remove the components in the order indicated in the following illustration and table.



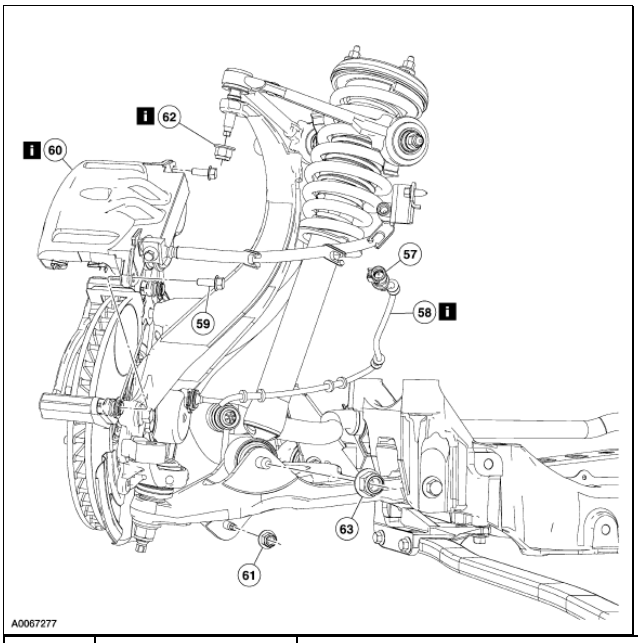
Item	Part Number	Description
51		Transmission shifter cable
52	W707491	Transmission shifter bracket mounting bolts
53	7B229	Transmission shifter bracket

21. Illustration 9 of 17. Remove the components in the order indicated in the following illustration and table.



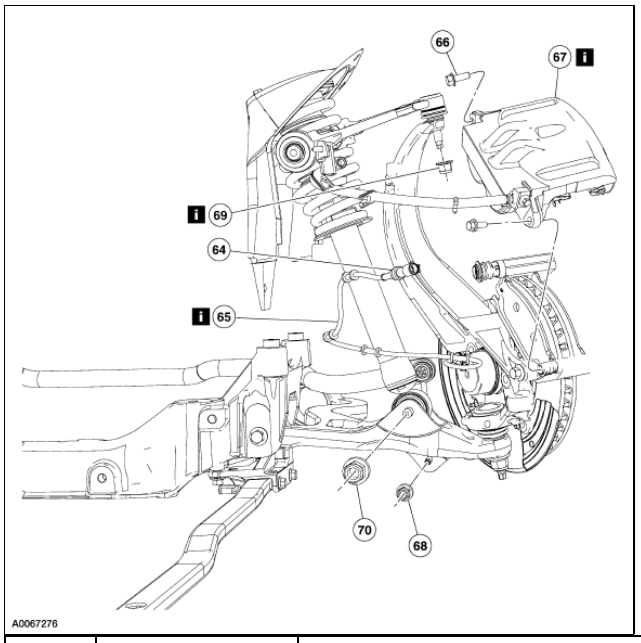
Item	Part Number	Description
54	W705113	Intermediate shaft pinch bolt
55	3C662	Steering column intermediate shaft
56	3A713	Power steering hose Removal Note

22. Illustration 10 of 17. Remove the components in the order indicated in the following illustration and table.



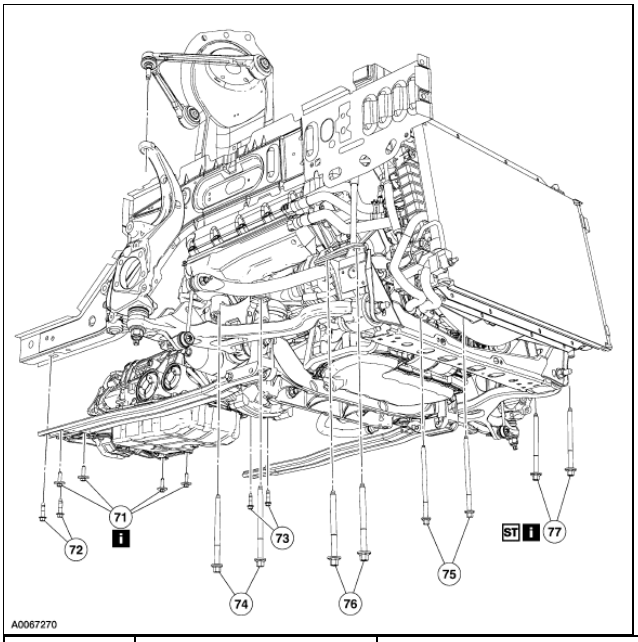
Item	Part Number	Description
57	2B663	Anti-lock brake sensor electrical connector
58	2B663	Anti-lock brake sensor harness Removal Note
59	2B118	Brake caliper bolts (2 req'd)
60	2B119	Brake caliper Removal Note
61	W50213	Stabilizer bar nut
62	W520214	Upper ball joint nut Removal Note
63	W50213	Lower strut mount nut and bolt

23. Illustration 11 of 17. Remove the components in the order indicated in the following illustration and table.



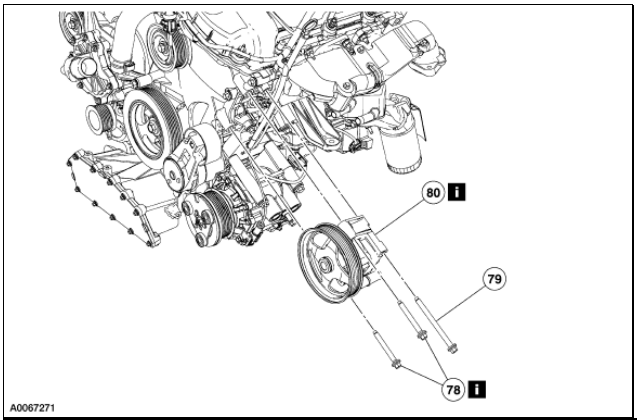
Item	Part Number	Description
64	2B663	Anti-lock brake sensor electrical connector
65	2B663	Anti-lock brake sensor harness Removal Note
66	2B118	Brake caliper bolts (2 req'd)
67	2B119	Brake caliper Removal Note
68	W50213	Stabilizer bar nut
69	W520214	Upper ball joint nut Removal Note
70	W50213	Lower strut mount nut and bolt

24. Illustration 12 of 17. Remove the components in the order indicated in the following illustration and table.



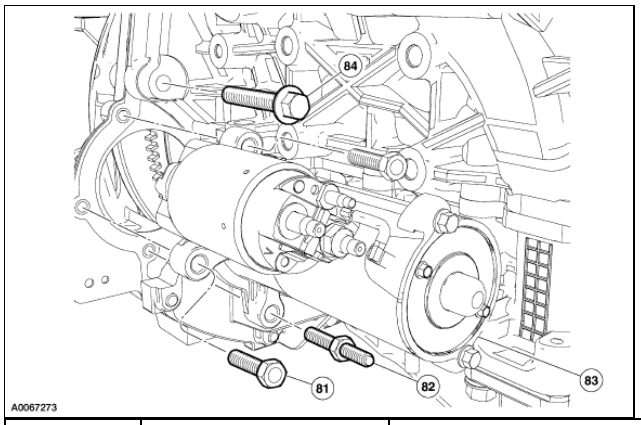
Item	Part Number	Description
71	W704971	Transmission crossmember bolts Removal Note
72	W707186	Crossmember brace bolts (right)
73	W707186	Crossmember bolts (left)
74	W706239	Center crossmember bolts (right)
75	W706239	Center crossmember bolts (left)
76	W708091	Front crossmember bolts (left)
77	W708091	Front crossmember bolts (left) Removal Note

25. Illustration 13 of 17. Remove the components in the order indicated in the following illustration and table.



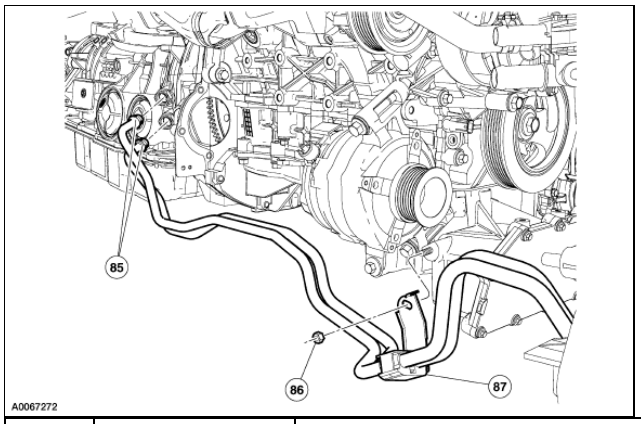
Item	Part Number	Description
78	W706902	Power steering pump mounting bolts (2 req'd) Removal Note
79	W701532	Power steering pump mounting bolt
80	3A696	Power steering pump Removal Note

26. Illustration 14 of 17. Remove the components in the order indicated in the following illustration and table.



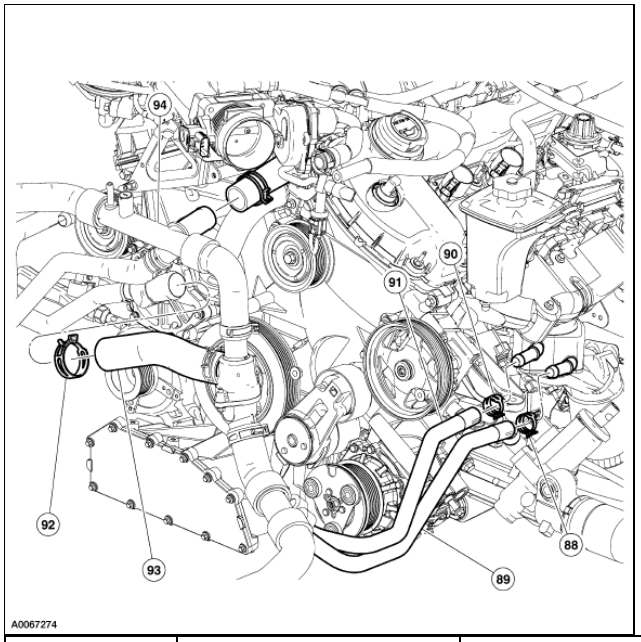
Item	Part Number	Description
81	W704666	Starter mounting bolts (2 req'd)
82	W705359	Starter mounting stud
83	11000	Starter
84	W704666	Transmission-to-engine bolt

27. Illustration 15 of 17. Remove the components in the order indicated in the following illustration and table.



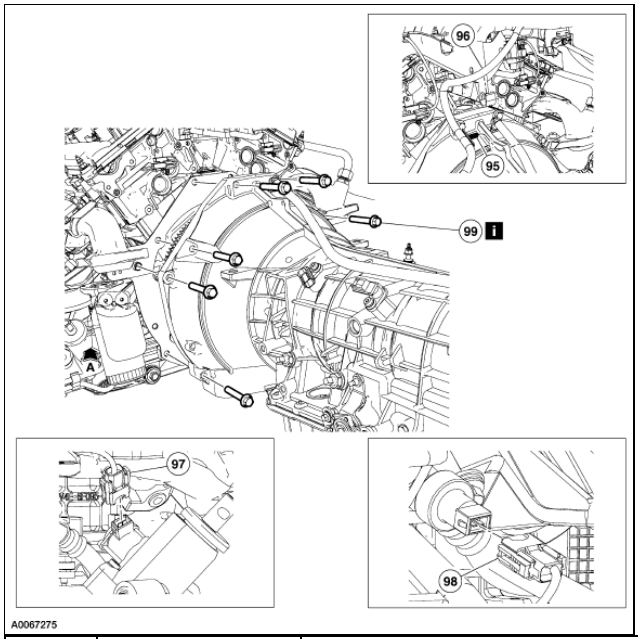
Item	Part Number	Description
85		Transmission cooler tubes
86	W701706	Transmission cooler mounting nut
87		Transmission cooler tube mounting bracket

28. Illustration 16 of 17. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
88	15161	Coolant hose clamp
89	8B273	Coolant hose
90	15161	Coolant hose clamp
91	8B273	Coolant hose
92	15161	Coolant hose clamp
93	98945697	Coolant hose
94	129949	Coolant tube assembly

29. Illustration 17 of 17. Remove the components in the order indicated in the following illustration and table.

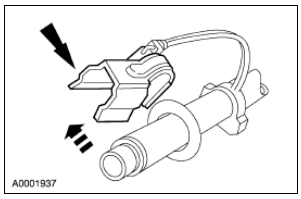


Item	Part Number	Description
95		Wiring harness retainer (part of 7E443)
96	7E443	Transmission wiring harness
97		Power steering electrical connector

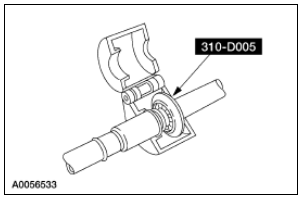
98		Engine wiring harness electrical connector
99	W500128	Transmission mounting bolts (7 req'd) Removal Note

Item 18: Fuel Hose Removal Note

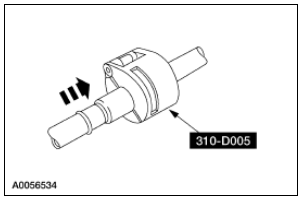
1. Remove the clip.



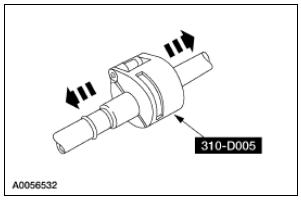
2. Install the special tool.



3. Close the special tool and push it into the open side of the cage.



4. Separate the fitting and remove the special tool.

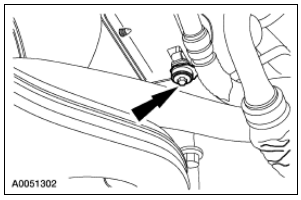


Item 48: Torque Converter Nuts Removal Note

1. Make sure to mark the torque converter-to-flywheel location.

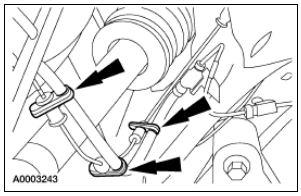
Item 56: Power Steering Hose Removal Note

1. Remove the power steering hose bracket bolt.



Item 58: Anti-lock Brake Sensor Harness Removal Note

1. Unclip the anti-lock brake harness from the brake hose.



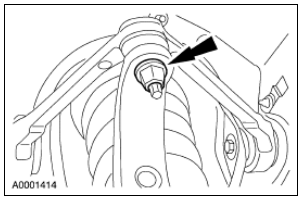
Item 60: Brake Caliper Removal Note

1. Position and secure the brake caliper aside.

Item 62: Upper Ball Joint Nut Removal Note

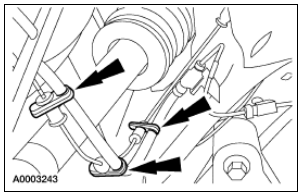
1. **NOTE:** Hold the external hex when removing the ball joint nuts to prevent damage to the ball joint.

   Remove the nut and separate the ball joint from the spindle.



Item 65: Anti-lock Brake Sensor Harness Removal Note

1. Unclip the anti-lock brake harness from the brake hose.



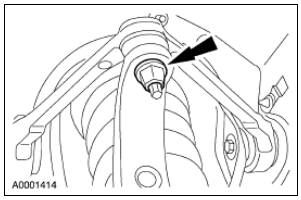
Item 67: Brake Caliper Removal Note

1. Position and secure the brake caliper aside.

Item 69: Upper Ball Joint Nut Removal Note

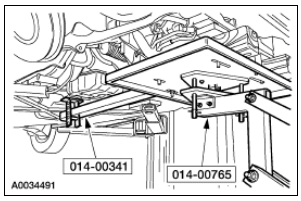
1. **NOTE:** Hold the external hex when removing the ball joint nuts to prevent damage to the ball joint.

   Remove the nut and separate the ball joint from the spindle.



Item 71: Transmission Crossmember Bolts Removal Note

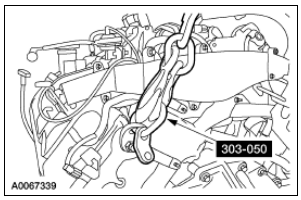
1. Support the engine, transmission, front and center crossmembers, and the cooling system with a powertrain lift and transmission support bracket.



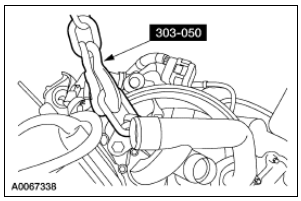
Item 77: Front Crossmember Bolts Removal Note

1. Carefully lower the engine, transmission, front and center crossmembers, and the cooling system from the vehicle.

2. Install the special tool to the engine.



3. Install the special tool to the engine.

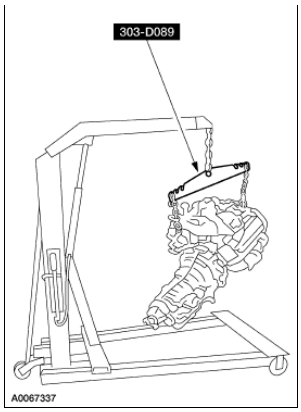


Items 78 and 80: Power Steering Pump and Bolts Removal Note

1. Drain the power steering pump into a suitable container.

Item 99: Transmission Mounting Bolts Removal Note

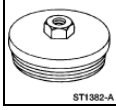
1. Using the special tool and an engine crane, remove the engine from the subframe assembly.



Engine

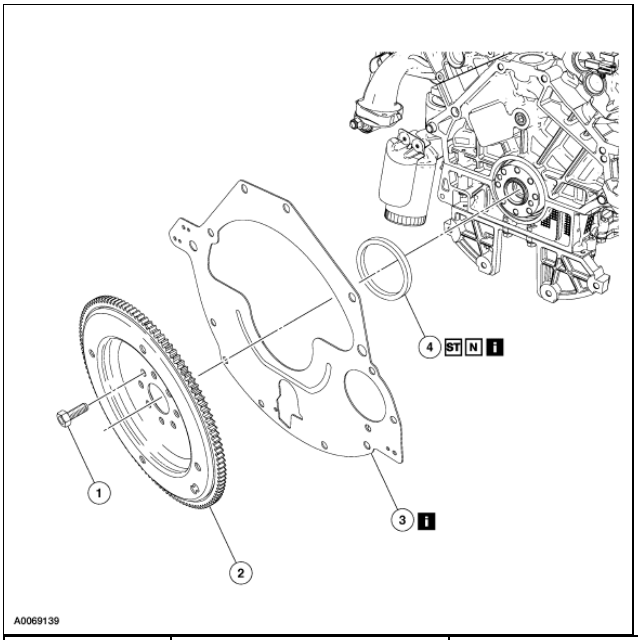
Printable View (5025 KB)

Special Tool(s)

ST1184-A	3-Jaw Puller 303-D121
ST1438-A	Strap Wrench 303-D055 (D85L-6000-A)
ST1385-A	Remover, Oil Seal 303-409 (T92C-6700-CH)
ST1187-A	Slide Hammer 307-005 (T59L-100-B)
 ST1382-A	Remover, Crankshaft Rear Oil Seal 303-519 (T95P-6701-EH)

Disassembly

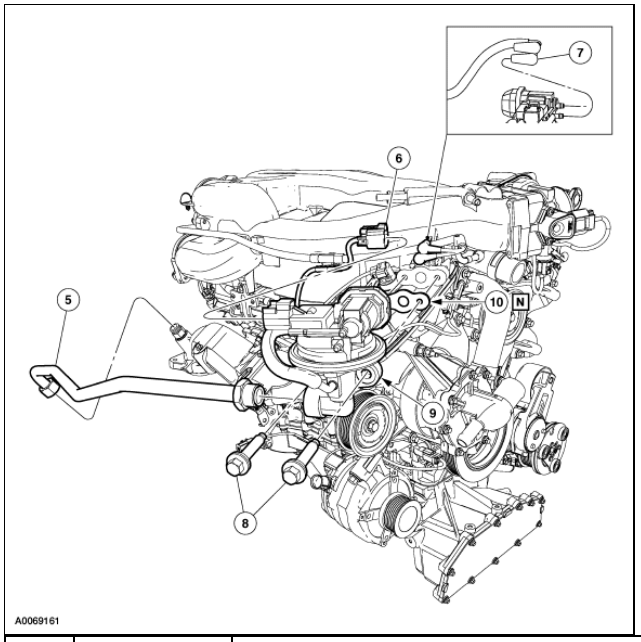
1. Remove the components in the order indicated in the following illustration and table. Illustration 1 of 21.



Item	Part Number	Description
1	W707366	Flexplate bolts (8 req'd)
2	6375	Flexplate
3	6A373	Spacer plate Disassembly Note

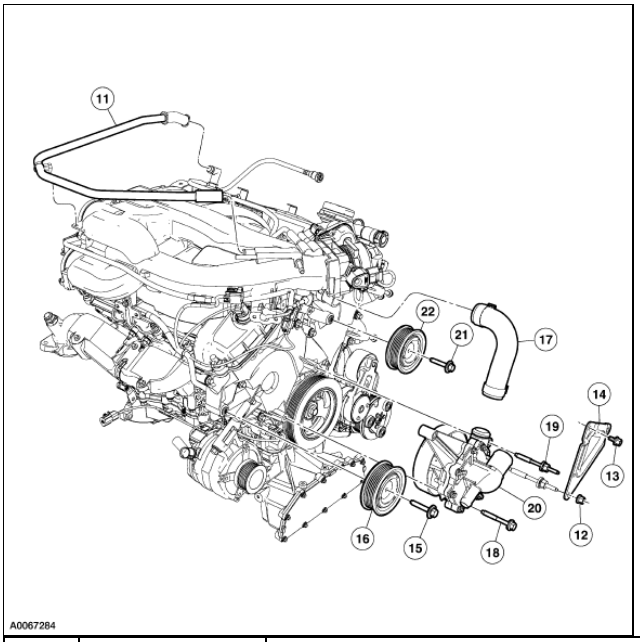
4	6701	Crankshaft rear seal Disassembly Note

2. Remove the components in the order indicated in the following illustration and table. Illustration 2 of 21.



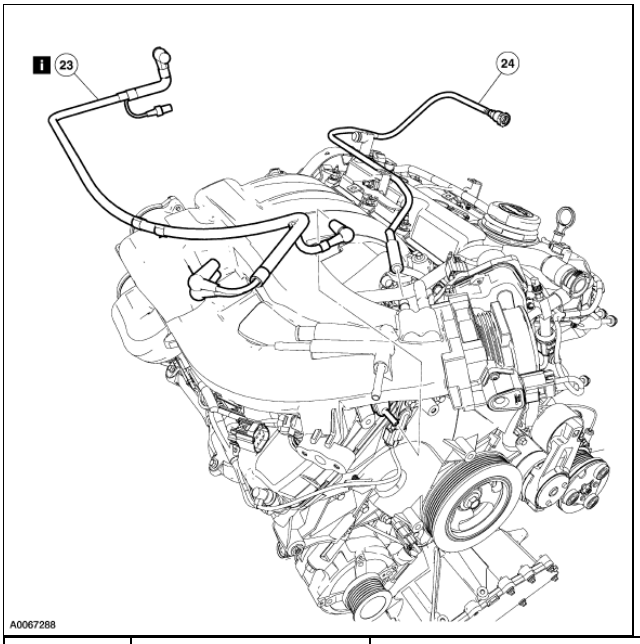
Item	Part Number	Description
5	9D477	Exhaust gas recirculation (EGR) system module-to-exhaust manifold tube
6	6754-B	EGR system module electrical connector
7	6A005	EGR system module vacuum hoses
8	W701625	EGR system module bolts (2 req'd)
9	9Y456	EGR system module
10	9D476	EGR system module gasket

3. Remove the components in the order indicated in the following illustration and table. Illustration 3 of 21.



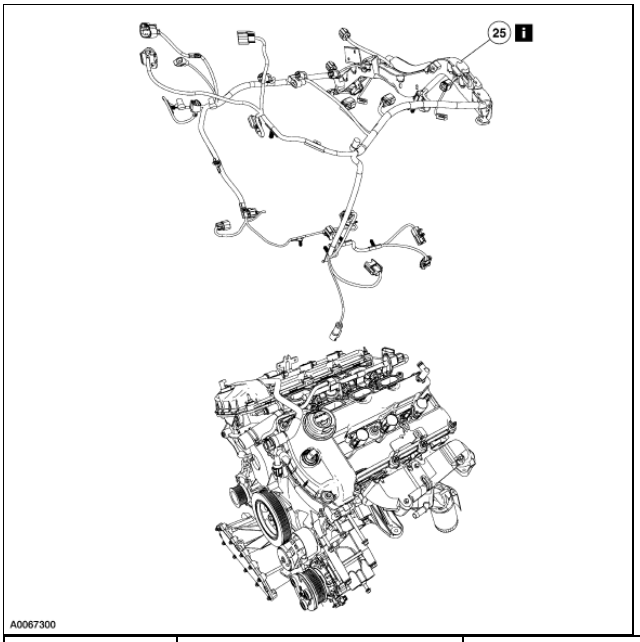
Item	Part Number	Description
11	6K817	Crankcase emission valve-to-intake hose
12	W701542	Intake manifold support bracket nut
13	W701719	Intake manifold support bracket bolts (2 req'd)
14	9J444	Intake manifold support bracket
15	W704851	Accessory drive idler pulley bolt
16	6C348	Accessory drive idler pulley
17		Coolant hose
18	W704920	Coolant pump bolt
19	W704919	Coolant pump studs (2 req'd)
20	8501	Coolant pump
21	W704851	Accessory drive idler pulley bolt
22	6C348	Accessory drive idler pulley

4. Remove the components in the order indicated in the following illustration and table. Illustration 4 of 21.



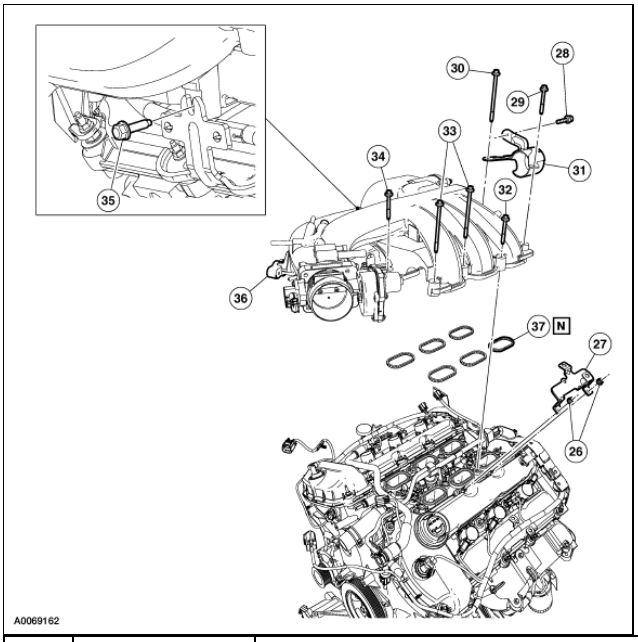
Item	Part Number	Description
23	9E498	Emissions vacuum hose assembly Disassembly Note
24	9D289	Fuel vapor hose

5. Remove the components in the order indicated in the following illustration and table. Illustration 5 of 21.



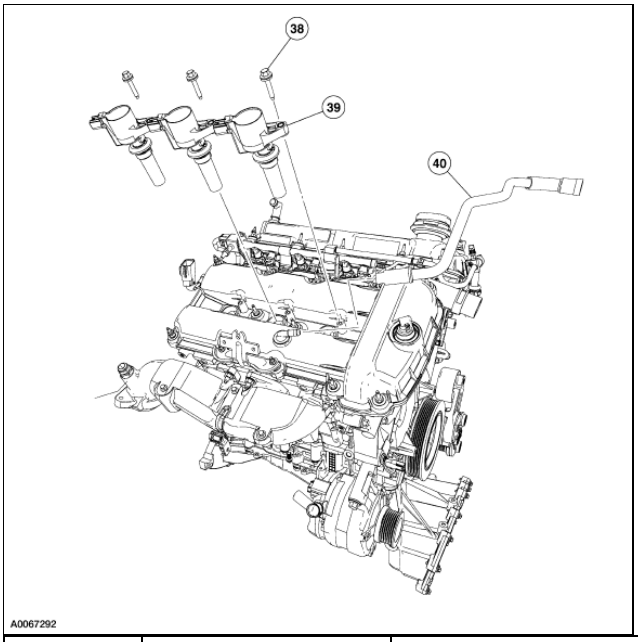
Item	Part Number	Description
25	12B637	Engine wiring harness Disassembly Note

6. Remove the components in the order indicated in the following illustration and table. Illustration 6 of 21.



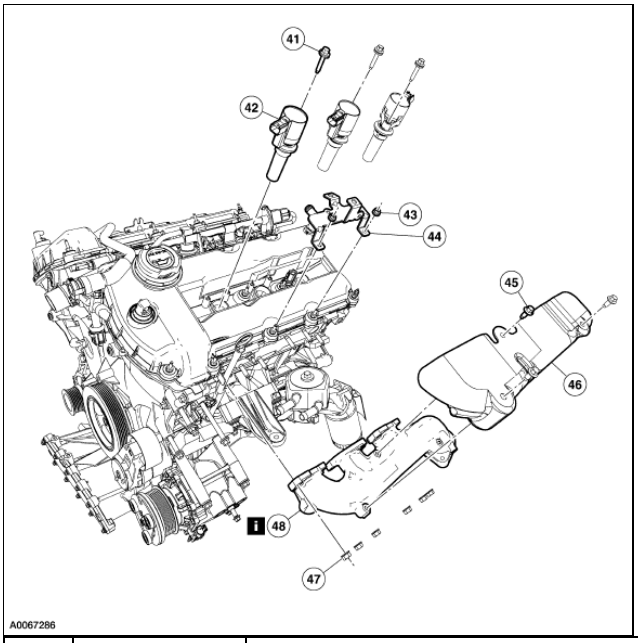
Item	Part Number	Description
26	W701539	Appearance cover support bracket nuts (2 req'd)
27	9J444	Appearance cover support bracket
28	W705779	Fuel regulator shield stud
29	W701520	Fuel regulator shield bolt
30	W701724	Fuel regulator shield bolt
31	9G609	Fuel regulator shield
32	W701520	Upper intake manifold bolt
33	W701724	Upper intake manifold bolts (2 req'd)
34	W701520	Upper intake manifold bolt
35	W701719	Upper intake manifold support bracket bolt
36	9424	Upper intake manifold
37		Upper intake manifold gaskets (6 req'd)

7. Remove the components in the order indicated in the following illustration and table. Illustration 7 of 21.



Item	Part Number	Description
38	W708833	RH ignition coil bolts (3 req'd)
39	12A366	RH ignition coils (3 req'd)
40		Crankcase vent hose

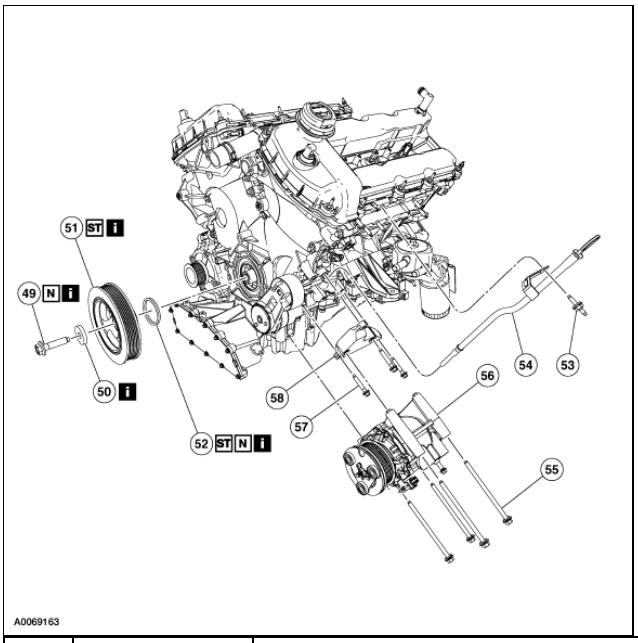
8. Remove the components in the order indicated in the following illustration and table. Illustration 8 of 21.



Item	Part Number	Description
41	W708833	LH ignition coil bolts (3 req'd)
42	12A366	LH ignition coils (3 req'd)
43	W701539	Engine appearance cover support bracket nuts (2 req'd)
44	9J444	Engine appearance cover support bracket
45	W500211	LH exhaust manifold heat shield bolts (3 req'd)

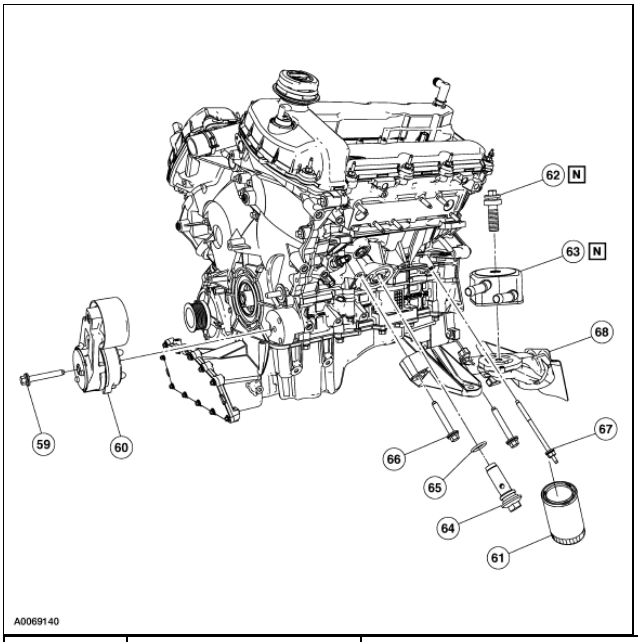
46	9Y427	LH exhaust manifold heat shield
47	W701706	LH exhaust manifold nuts (6 req'd)
48	9431	LH exhaust manifold Disassembly Note

9. Remove the components in the order indicated in the following illustration and table. Illustration 9 of 21.



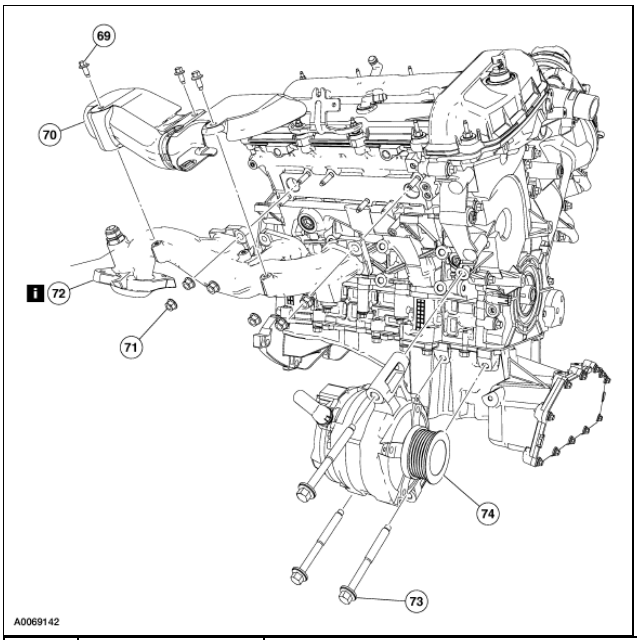
Item	Part Number	Description
49	W701512	Crankshaft pulley bolt Disassembly Note
50	N806165	Crankshaft pulley bolt washer Disassembly Note
51	6316	Crankshaft pulley Disassembly Note
52	6700	Crankshaft front seal Disassembly Note
53	W701822	Oil level indicator stud
54	6754	Oil level indicator
55	W701629	A/C compressor bolts (4 req'd)
56	19D629	A/C compressor
57	W701524	A/C compressor mounting bracket bolts (3 req'd)
58	19N586	A/C compressor mounting bracket

10. Remove the components in the order indicated in the following illustration and table. Illustration 10 of 21.



Item	Part Number	Description
59	W500329	Accessory drive belt tensioner bolt
60	6B209	Accessory drive belt tensioner
61	6714	Oil filter
62		Oil cooler bolt
63	6A642	Oil cooler
64	6894	Oil filter adapter bolt
65		Oil filter adapter bolt O-ring seal
66	W704822	Oil filter adapter bolts (2 req'd)
67	W705811	Oil filter adapter stud
68	6881	Oil filter adapter

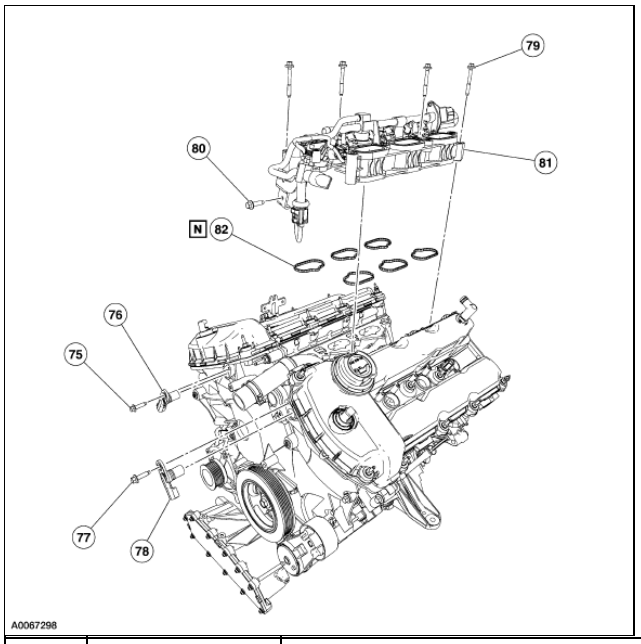
11. Remove the components in the order indicated in the following illustration and table. Illustration 11 of 21.



Item	Part Number	Description

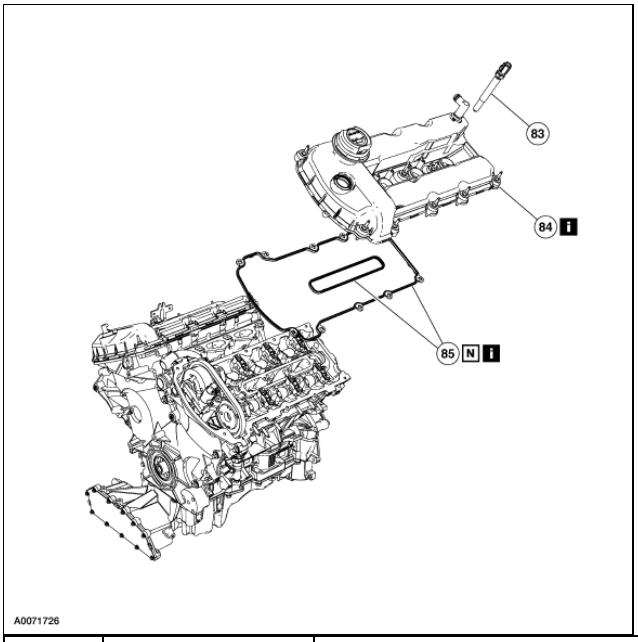
69	W500211	RH exhaust manifold heat shield nuts (3 req'd)
70	9Y427	RH exhaust manifold heat shield
71	W701706	RH exhaust manifold nuts (6 req'd)
72	9430	RH exhaust manifold Disassembly Note
73	W704747	Generator bolts (3 req'd)
74	10300	Generator

12. Remove the components in the order indicated in the following illustration and table. Illustration 12 of 21.



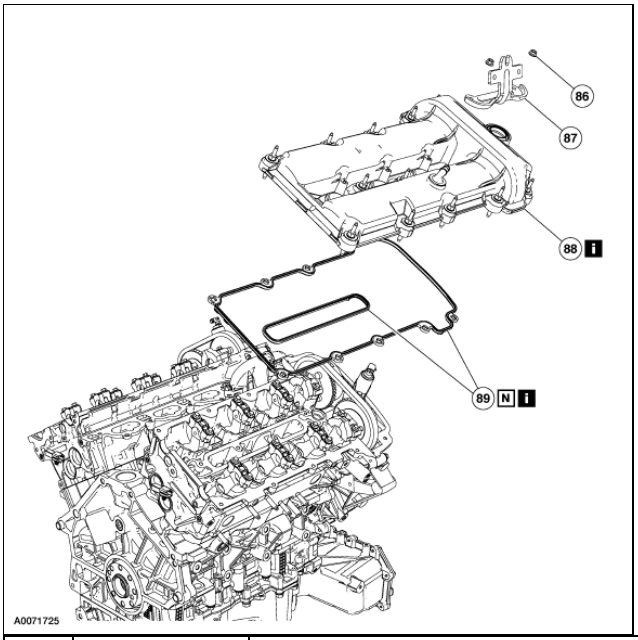
Item	Part Number	Description
75	W500204	RH camshaft position (CMP) sensor bolt
76	6B288	RH CMP sensor
77	W500204	LH CMP sensor bolt
78	6B288	LH CMP sensor
79	W701520	Lower intake manifold bolts (4 req'd)
80	W701504	Fuel supply manifold-to-intake manifold bolt
81	9J447	Lower intake manifold assembly
82		Lower intake manifold gaskets (6 req'd)

13. Remove the components in the order indicated in the following illustration and table. Illustration 13 of 21.



Item	Part Number	Description
83	66004	Cylinder head temperature (CHT) sensor
84		LH valve cover Disassembly Note
85	6584	LH valve cover gaskets (2 req'd) Disassembly Note

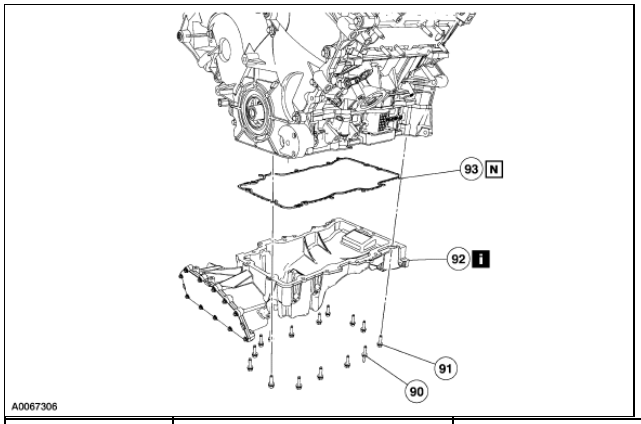
14. Remove the components in the order indicated in the following illustration and table. Illustration 14 of 21.



Item	Part Number	Description
86	W701539	Upper intake manifold support bracket nuts (2 req'd)
87	9J444	Upper intake manifold support bracket
88		RH valve cover Disassembly Note

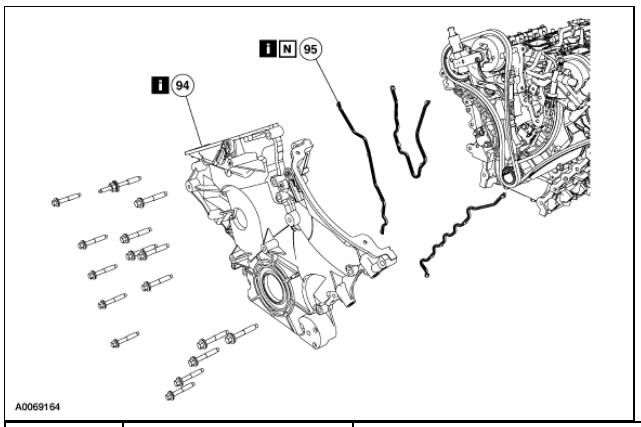
89	6A559	RH valve cover gaskets (2 req'd) Disassembly Note

15. Remove the components in the order indicated in the following illustration and table. Illustration 15 of 21.



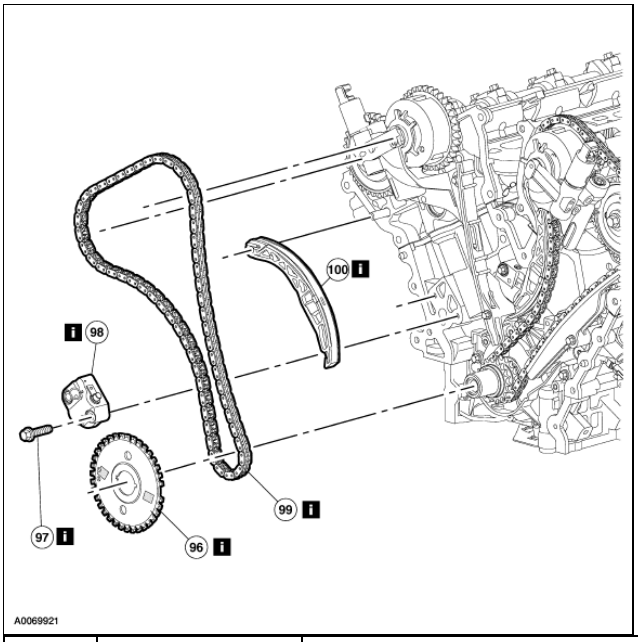
Item	Part Number	Description
90	6065	Oil pan stud
91	6049	Oil pan bolts (14 req'd)
92	6051	Oil pan assembly Disassembly Note
93	6065	Oil pan gasket

16. Remove the components in the order indicated in the following illustration and table. Illustration 16 of 21.



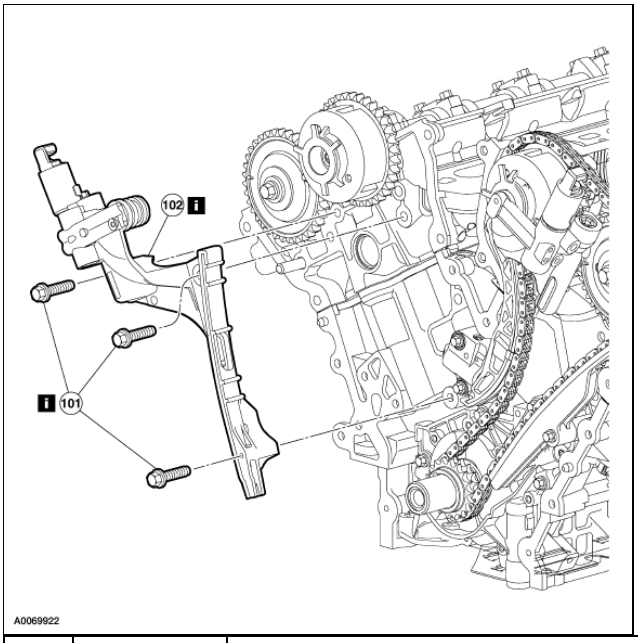
Item	Part Number	Description
94	6065	Engine front cover Disassembly Note
95	6049	Engine front cover gaskets (3 req'd) Disassembly Note

17. Remove the components in the order indicated in the following illustration and table. Illustration 17 of 21.



Item	Part Number	Description
96	12A227	Ignition pulse wheel Disassembly Note
97	W704566	RH timing chain tensioner mounting bolts Disassembly Note
98	6L266	RH timing chain tensioner Disassembly Note
99	6268	RH timing chain Disassembly Note
100	6K255	RH timing chain tensioner arm Disassembly Note

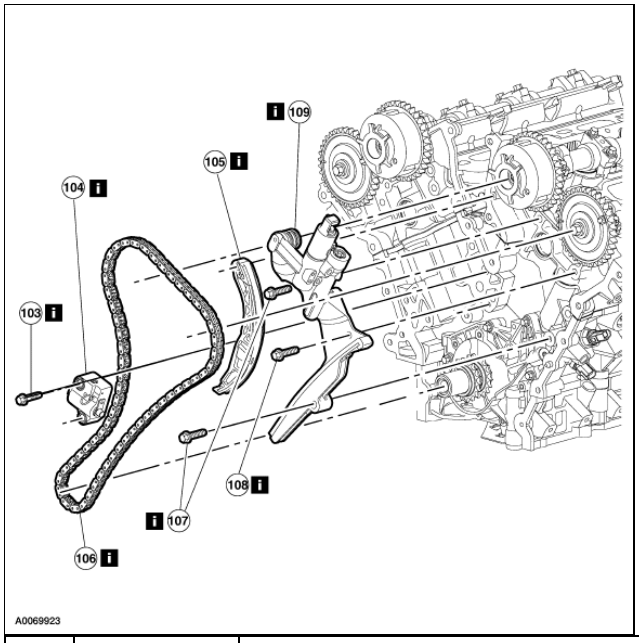
18. Remove the components in the order indicated in the following illustration and table. Illustration 18 of 21.



Item	Part Number	Description

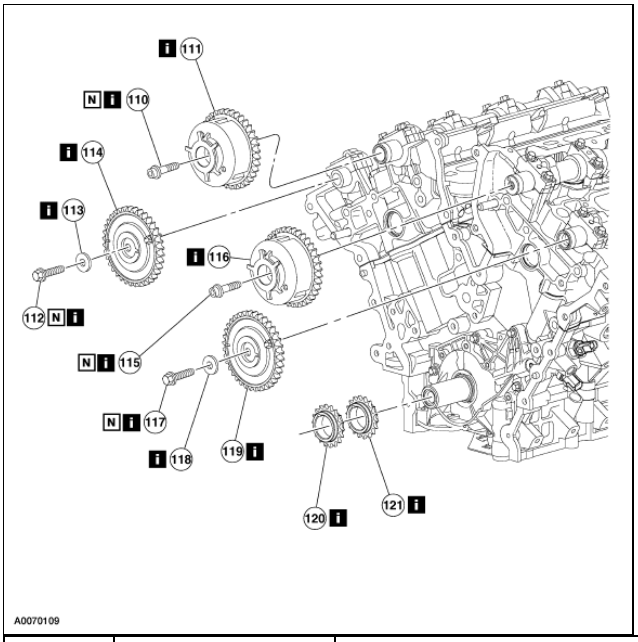
101	W704567	RH variable camshaft timing (VCT) solenoid housing assembly mounting bolts (3 req'd) Disassembly Note
102	6C260	RH VCT solenoid housing assembly Disassembly Note

19. Remove the components in the order indicated in the following illustration and table. Illustration 19 of 21.



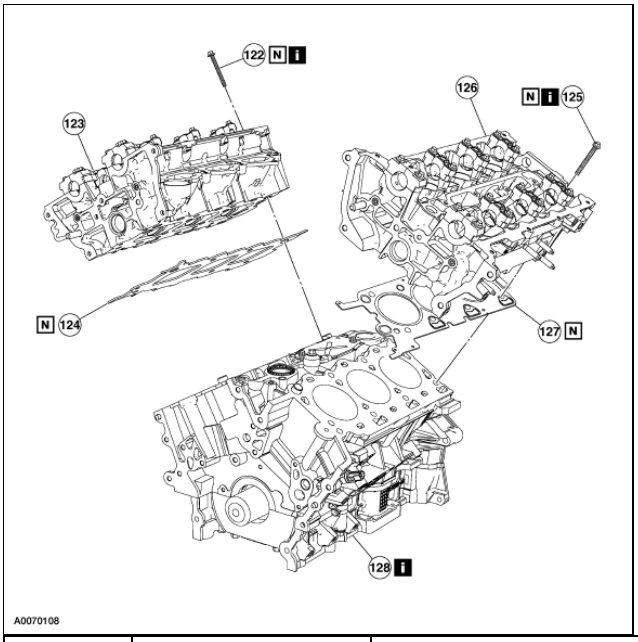
Item	Part Number	Description
103	W704566	LH timing chain tensioner mounting bolts (2 req'd) Disassembly Note
104	6L266	LH timing chain tensioner Disassembly Note
105	6K255	LH timing chain tensioner arm Disassembly Note
106	6268	LH timing chain Disassembly Note
107	W704566	LH VCT solenoid housing assembly mounting bolts (2 req'd) Disassembly Note
108	W701759	LH VCT solenoid housing assembly mounting bolt (gold in color) Disassembly Note
109	6C261	LH VCT solenoid housing assembly Disassembly Note

20. Illustration 20 of 21. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
110	W704566	RH VCT actuator bolt Disassembly Note
111	6L266	RH VCT actuator Disassembly Note
112	6K255	RH exhaust camshaft sprocket bolt Disassembly Note
113	6268	RH exhaust camshaft sprocket washer Disassembly Note
114	6306	RH exhaust camshaft sprocket Disassembly Note
115	W704566	LH VCT actuator bolt Disassembly Note
116	W704566	LH VCT actuator Disassembly Note
117	W704566	LH exhaust camshaft sprocket bolt Disassembly Note
118	W704566	LH exhaust camshaft sprocket washer Disassembly Note
119	W704566	LH exhaust camshaft sprocket Disassembly Note
120	6306	RH timing chain crankshaft sprocket Disassembly Note
121	6306	LH timing chain crankshaft sprocket Disassembly Note

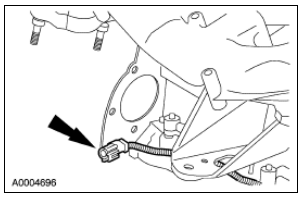
21. Remove the components in the order indicated in the following illustration and table. Illustration 21 of 21.



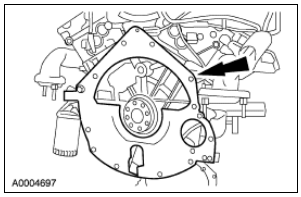
Item	Part Number	Description
122	6065	RH cylinder head bolts (12 req'd) Disassembly Note
123	6049	RH cylinder head
124	6051	RH cylinder head gasket
125	6065	LH cylinder head bolts (12 req'd) Disassembly Note
126	6050	LH cylinder head
127	6083	LH cylinder head gasket
128		Engine assembly Disassembly Note

Item 3: Spacer Plate Disassembly Note

1. Unclip the LH and RH wiring harness retainers.

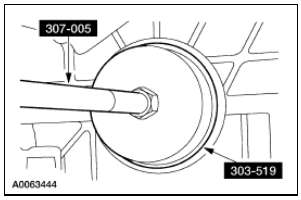


2. Remove the rear separator plate assembly.



Item 4: Crankshaft Rear Seal Disassembly Note

1. Using the special tools, remove the crankshaft rear seal.

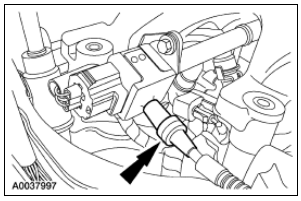


2. Mount the engine on an engine stand.

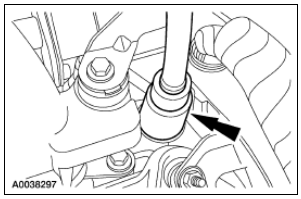
3. Remove the lifting equipment.

Item 23: Emissions Vacuum Hose Disassembly Note

1. Disconnect the fuel pressure sensor jumper from the main vacuum harness.

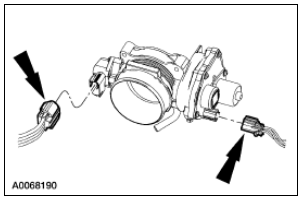


2. Disconnect the positive crankcase ventilation (PCV) tube at the rear of the upper intake manifold.

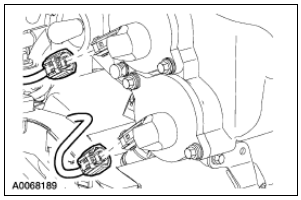


Item 25: Engine Wiring Harness Disassembly Note

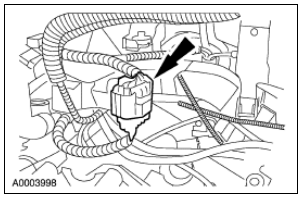
1. Disconnect the throttle body electrical connectors.



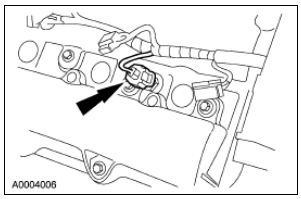
2. Disconnect the intake manifold tuning (IMT) valve electrical connectors.



3. Disconnect the fuel injector wiring harness connector.

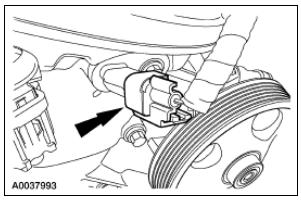


4. Disconnect the cylinder head temperature (CHT) sensor electrical connector.

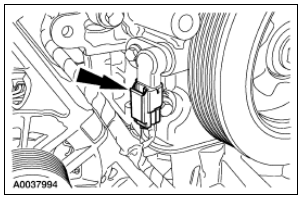


5. **NOTE:** LH is shown, RH is similar.

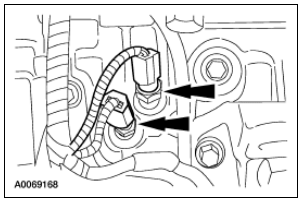
   Disconnect the LH and RH camshaft position (CMP) sensor electrical connectors.



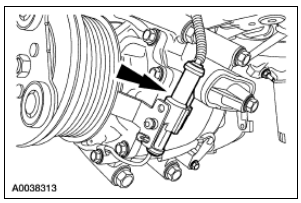
6. Disconnect the crankshaft position (CKP) sensor electrical connector.



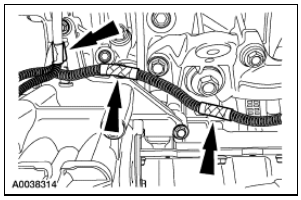
7. Disconnect the oil pressure switch and oil temperature sensor electrical connectors.



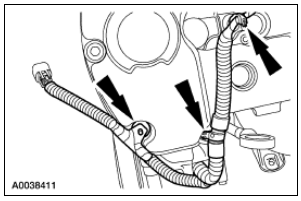
8. Disconnect the A/C electrical connector.



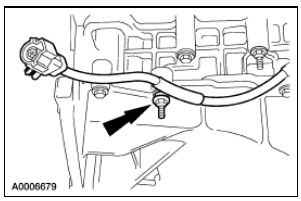
9. Detach the three wiring harness retainers from the block.



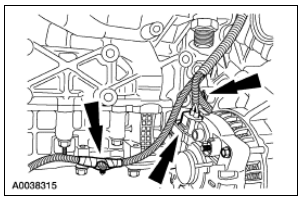
10. Detach the three wiring harness retainers.



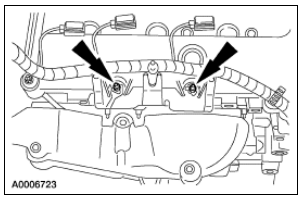
11. Remove the nut and wiring harness from the stud.



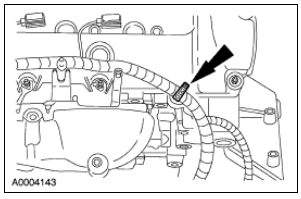
12. Detach the two wiring harness retainers from the block. Disconnect the generator electrical connector.



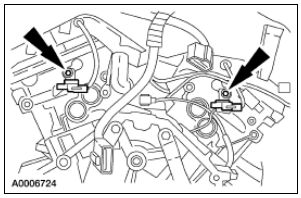
13. Disconnect the wiring harness retainers.



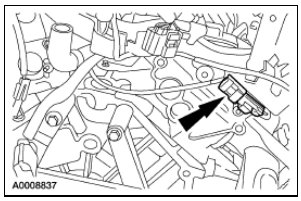
14. Unclip the wiring harness retainer.



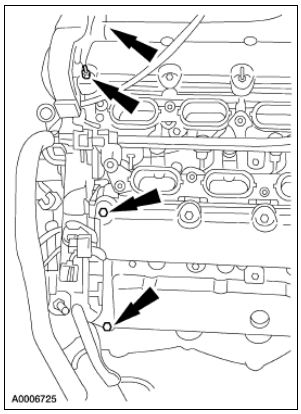
15. Remove the bolts and the radio ignition interference capacitors.



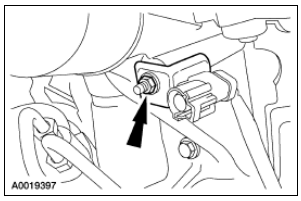
16. Unclip and disconnect the knock sensor (KS) electrical connector.



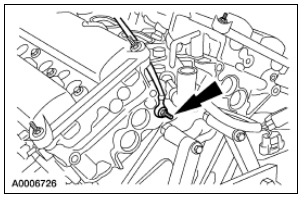
17. Remove the four nuts and the wiring harness.



18. Remove the nut and the bracket.



19. Remove the nut and the ground strap.

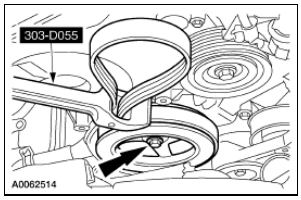


Item 48: LH Exhaust Manifold Disassembly Note

1. Discard the exhaust manifold gasket.

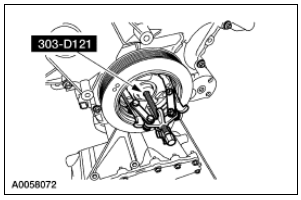
Items 49-51: Crankshaft Pulley, Bolt, and Washer Disassembly Note

1. Using the special tool to hold the crankshaft pulley, remove and discard the bolt and washer.



2. ⚠ **CAUTION: The special tool must grab the inside of the damper or damage to the damper can occur.**

   Using the special tool, remove the crankshaft pulley.

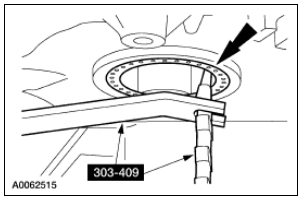


Item 52: Crankshaft Front Seal Disassembly Note

1. ⚠ **CAUTION: Use care not to scratch the crankshaft surface while removing the seal.**

   Using the special tool, remove the crankshaft front seal.

   - Discard the crankshaft front seal.

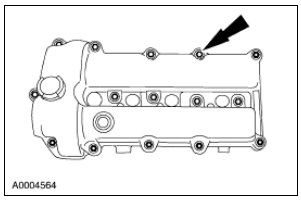


Item 72: RH Exhaust Manifold Disassembly Note

1. Discard the exhaust manifold gasket.

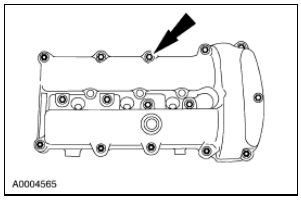
Items 84 and 85: LH Valve Cover and Valve Cover Gaskets Disassembly Note

1. Remove the studs and bolts and remove the LH valve cover and gaskets.
   - Discard the gaskets.



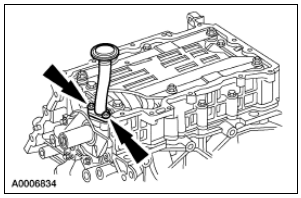
Items 88 and 89: RH Valve Cover and Valve Cover Gaskets Disassembly Note

1. Remove the studs and bolts and remove the RH valve cover and gaskets.
   - Discard the gaskets.

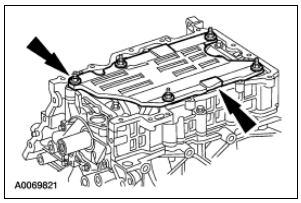


Item 92: Oil Pan Disassembly Note

1. Remove the bolts and the oil pick-up tube.
    - Inspect the O-ring seal for damage.

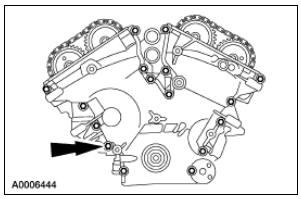


2. Remove the nuts and the oil pan baffle.



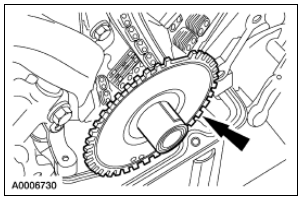
Items 94 and 95: Engine Front Cover and Front Cover Gaskets Disassembly Note

1. Remove the bolts, the engine front cover and the gasket.
    - Discard the gasket.

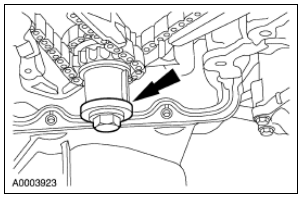


Items 96-109: Timing Drive Components Disassembly Note

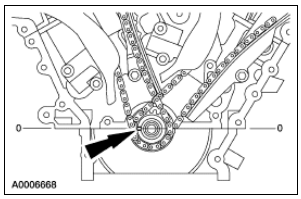
1. Remove the ignition pulse wheel.



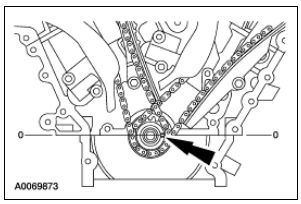
2. Install the crankshaft damper bolt and washer.



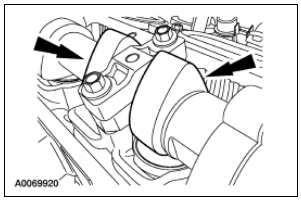
3. Rotate the crankshaft clockwise to position the crankshaft keyway to the nine o'clock position.



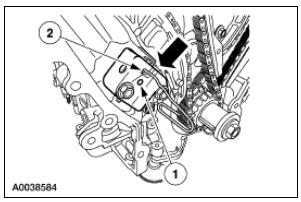
4. Rotate the crankshaft clockwise to position the crankshaft keyway to the three o'clock position.



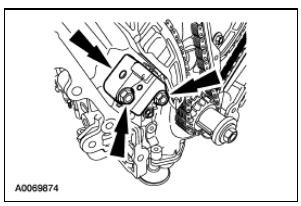
5. Verify that the front two intake camshaft lobes are pointing up.



6. Compress the timing chain tensioner.
    1. Release the racheting pawl.
    2. Compress the timing chain tensioner and install a stiff wire or paper clip.

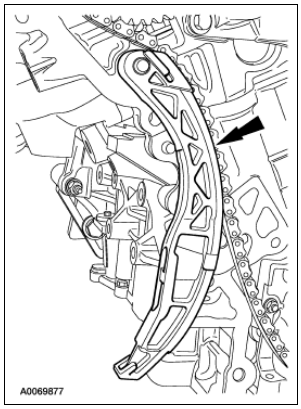


7. Remove the bolts and the RH timing chain tensioner.

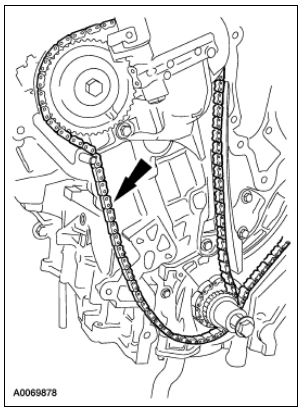


8. **⚠ CAUTION: If the RH timing chain tensioner arm is to be reused, mark the position to make sure that it is installed on the correct side when reassembled.**

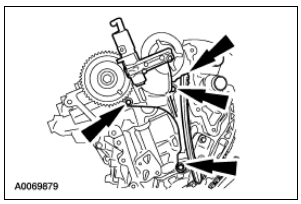
    Remove the RH timing chain tensioner arm.



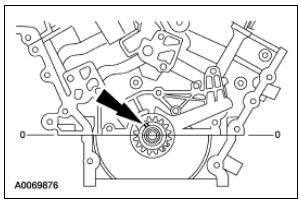
9. Remove the RH timing chain.



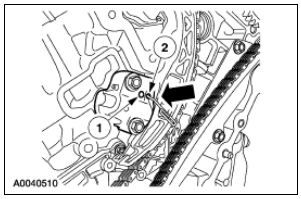
10. Remove the bolts and the RH variable camshaft timing (VCT) soleniod housing assembly.



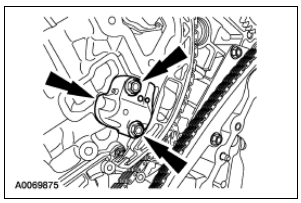
11. Rotate the crankshaft counterclockwise to position the crankshaft keyway to the eleven o'clock position.



12. Compress the timing chain tensioner.
    1. Release the racheting pawl.
    2. Compress the timing chain tensioner and install a stiff wire or paper clip.

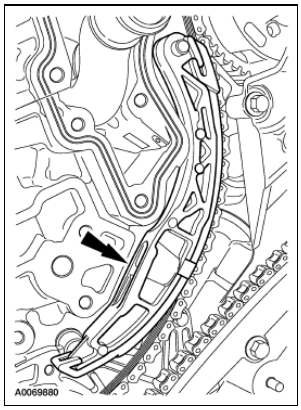


13. Remove the bolts and the LH timing chain tensioner.

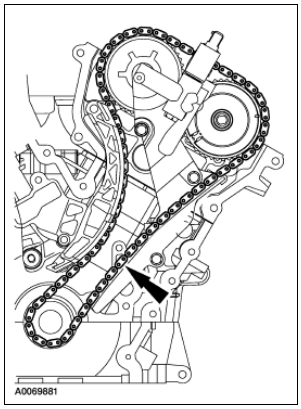


14. ⚠ **CAUTION: If the LH timing chain tensioner arm is to be reused, mark the position to make sure that it is installed on the correct side when reassembled.**

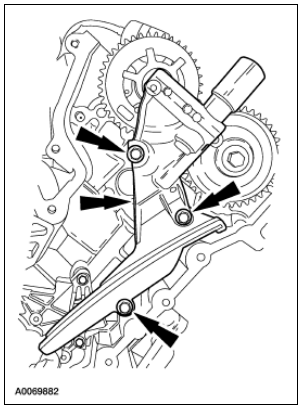
    Remove the LH timing chain tensioner arm.



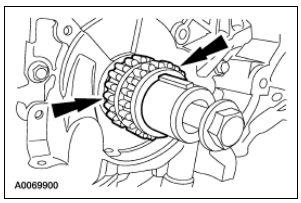
15. Remove the LH timing chain.



16. Remove the LH VCT solenoid housing assembly.

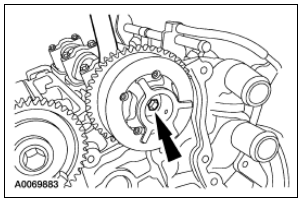


17. Remove the crankshaft sprockets.

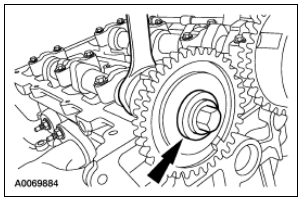


Items 110-114: RH Variable Camshaft Timing (VCT) Actuator, RH Exhaust Camshaft Sprocket and Bolts Disassembly Note

1. Using a wrench on the flats of the camshaft, hold the camshaft in position and remove the bolt and the RH VCT actuator.
    - Discard the bolt.

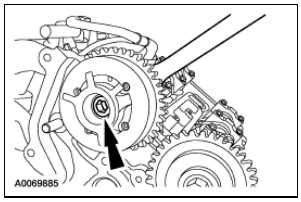


2. Using a wrench on the flats of the camshaft, hold the camshaft in position and remove the bolt and the RH exhaust camshaft sprocket.
    - Discard the bolt.

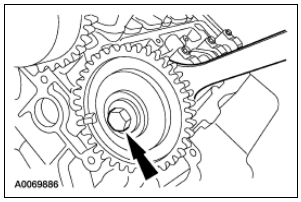


Items 115-121: LH Variable Camshaft Timing (VCT) Actuator, LH Exhaust Camshaft Sprocket and Bolts, and Timing Chain Crankshaft Sprockets Disassembly Note

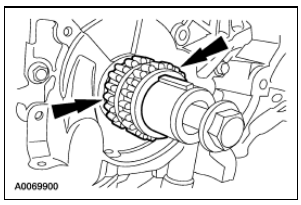
1. Using a wrench on the flats of the camshaft, hold the camshaft in position and remove the bolt and the LH VCT actuator.
    - Discard the bolt.



2. Using a wrench on the flats of the camshaft, hold the camshaft in position and remove the bolt and the LH exhaust camshaft sprocket.
    - Discard the bolt.



3. Remove the crankshaft sprockets.

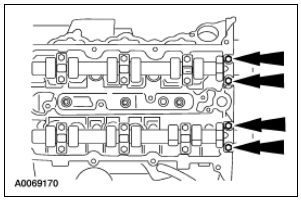


Items 122 and 125: RH and LH Cylinder Head Bolts Disassembly Note

1. **⚠ CAUTION: Remove the camshaft journal thrust caps prior to loosening other camshaft journal cap bolts. Damage to the camshaft journal thrust cap can occur if not removed first.**

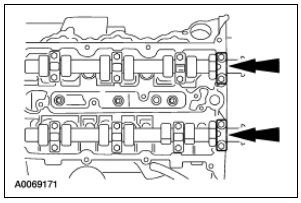
   ⚠ CAUTION: Cylinder head camshaft journal caps and cylinder heads are numbered for assembly in their original positions. Keep camshaft journal caps with the cylinder head from which they were removed. Do not mix with camshaft journal caps from another cylinder head.

   Remove the bolts.

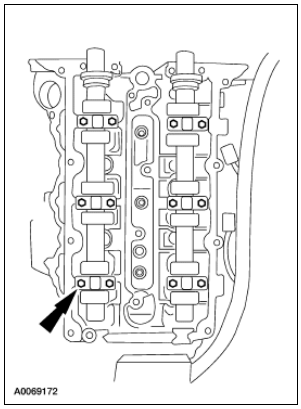


2. **NOTE:** The camshaft journal thrust caps have alignment dowels.

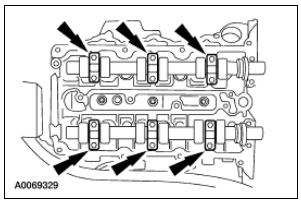
   Using a soft-faced mallet, gently loosen and remove the camshaft journal thrust caps.



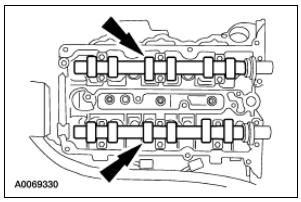
3. Remove the remaining camshaft journal cap bolts.



4. Using a soft-faced mallet, gently loosen and remove the remaining camshaft journal caps.



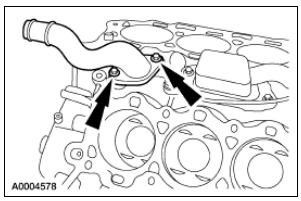
5. Carefully lift out the camshafts.



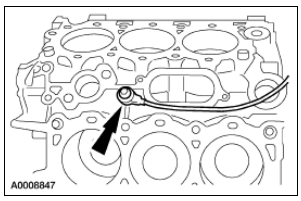
6. Remove and discard the cylinder head bolts.

Item 128: Engine Assembly Disassembly Note

1. Remove the bolts and the inlet tube.



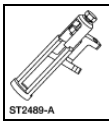
2. Remove the bolt and the top-mounted knock sensor (KS).



Cylinder Head

Printable View (139 KB)

Special Tool(s)

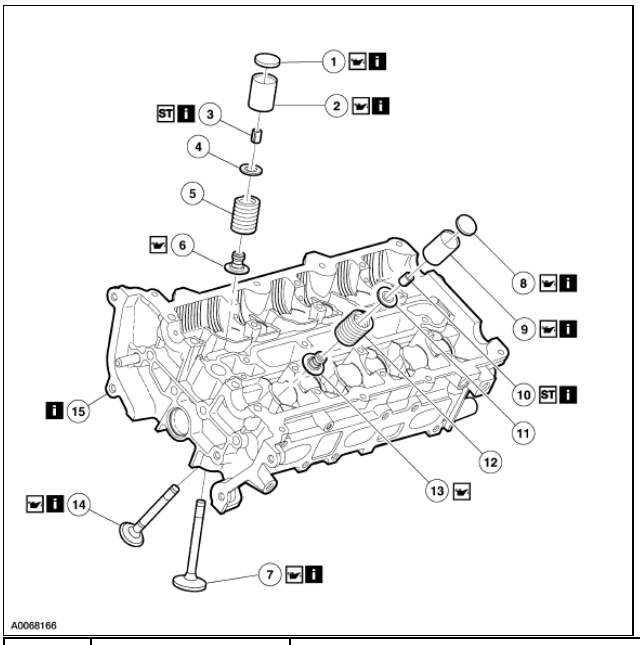
 ST2489-A	Compressor, Valve Spring 303-648

Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

Disassembly and Assembly

1. Disassemble the components in the order indicated in the following illustration and table.
2. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	6A536	Tappet shim (6 req'd) Disassembly Note
2	6505	Tappet (6 req'd) Disassembly Note
3	6518	Intake valve spring retainer keys (6 req'd) Disassembly Note
4	2762	Intake valve spring retainers (6 req'd)
5	6513	Intake valve springs (6 req'd)

6	6A536	Intake valve stem seals (6 req'd)
7	6507	Intake valve (6 req'd) Disassembly Note
8	6A536	Tappet shim (6 req'd) Disassembly Note
9	6505	Tappet (6 req'd) Disassembly Note
10	6518	Exhaust valve spring retainer keys (6 req'd) Disassembly Note
11	2762	Exhaust valve spring retainers (6 req'd)
12	6513	Exhaust valve springs (6 req'd)
13	6A536	Exhaust valve stem seals (6 req'd)
14	6505	Exhaust valve (6 req'd) Disassembly Note
15	6507	Cylinder head Disassembly Note

3. Repeat the procedure until all of the valves are removed.

Items 1, 2, 8, and 9: Tappet Shim and Tappet Disassembly Note

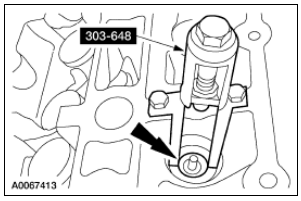
1. **⚠ CAUTION: Do not use any means of marking the shims other than a permanent- type marker. Any scratches or paint on the shims may result in incorrect lash adjustment and severe engine damage.**

   ⚠ CAUTION: The tappets and shims must be installed in their original position to make sure of correct valve lash settings.

   Remove the tappet and shim.

Items 3 and 10: Intake and Exhaust Valve Spring Retainer Keys Disassembly Note

1. Using the special tool, compress the valve spring and remove the retainer keys.



Items 7 and 14: Intake and Exhaust Valves Disassembly Note

1. For component tests of the valve, refer to Section 303-00 .

2. Lubricate the valve stem and the valve stem seal with clean engine oil prior to installation.

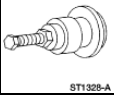
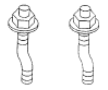
Item 15: Cylinder Head Disassembly Note

1. For component tests of the cylinder head, refer to Section 303-00 .

Engine

Printable View (5875 KB)

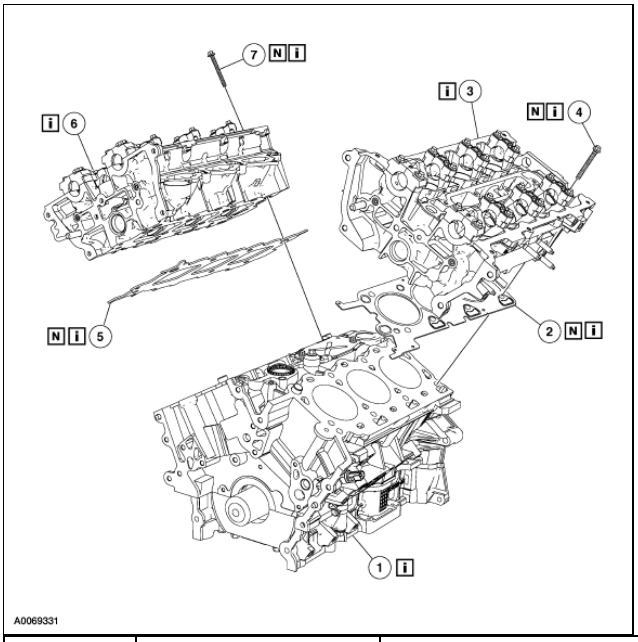
Special Tool(s)

ST1327-A	Installer, Crankshaft Rear Main Oil Seal 303-178 (T82L-6701-A)
ST1287-A	Installation, Crankshaft Vibration Damper 303-102 (T74P-6316-B)
 ST1328-A	Installer, Front Cover Oil Seal 303-335 (T88T-6701-A)
 ST1333-A	Installer Bolts, Crankshaft Rear Main 303-384 (T91P-6701-A)
ST1438-A	Strap Wrench 303-D055 (D85L-6000-A)
ST1595-A	Lifting Brackets, Engine 303-050

Material

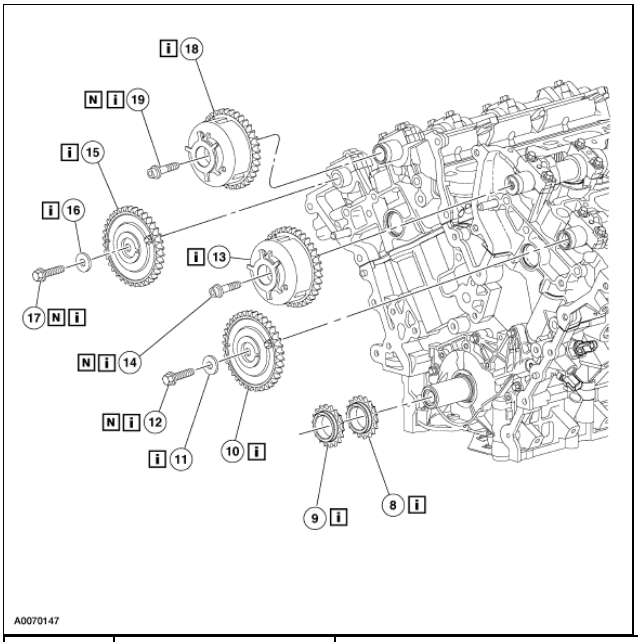
Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H
Stud and Bearing Mount E0AZ-19554-BA or equivalent	WSK-M2G349-A1
Silicone Gasket and Sealant F7AZ-19554-EA or equivalent	WSE-M4G323-A4
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A

1. Install the components in the order indicated in the following illustration and table. Illustration 1 of 21.



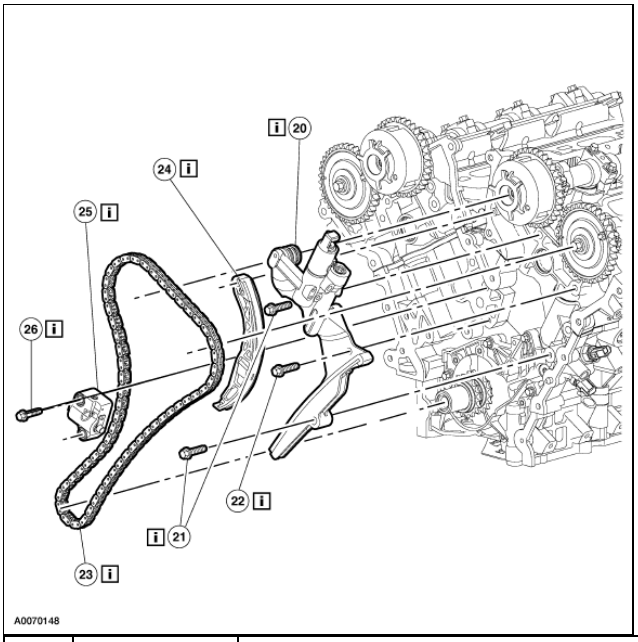
Item	Part Number	Description
1		Engine assembly Assembly Note
2	6083	LH cylinder head gasket Assembly Note
3	6050	LH cylinder head Assembly Note
4	6065	LH cylinder head bolts (8 req'd) Assembly Note
5	6051	RH cylinder head gasket Assembly Note
6	6049	RH cylinder head Assembly Note
7	6065	RH cylinder head bolts (8 req'd) Assembly Note

2. Install the components in the order indicated in the following illustration and table. Illustration 2 of 21.



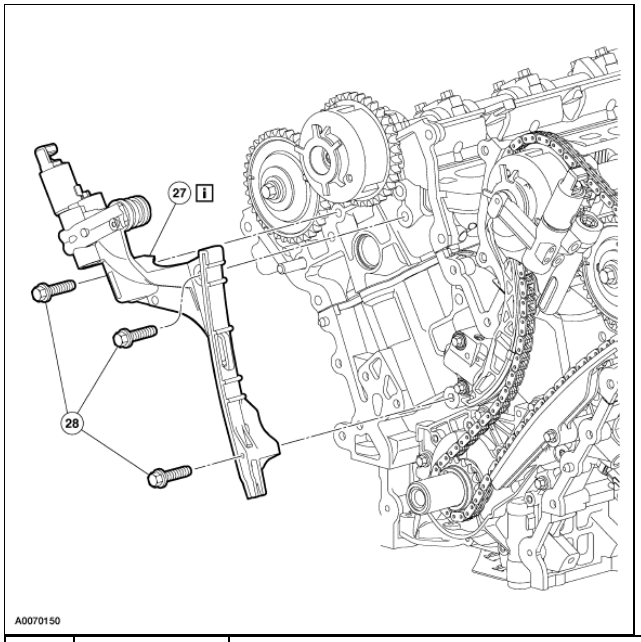
Item	Part Number	Description
8	6306	LH timing chain crankshaft sprocket Assembly Note
9	6306	RH timing chain crankshaft sprocket Assembly Note
10	W704566	LH exhaust camshaft sprocket Assembly Note
11	W704566	LH exhaust camshaft sprocket washer Assembly Note
12	W704566	LH exhaust camshaft sprocket bolt Assembly Note
13	W704566	LH VCT actuator Assembly Note
14	W704566	LH VCT actuator bolt Assembly Note
15	6306	RH exhaust camshaft sprocket Assembly Note
16	6268	RH exhaust camshaft sprocket washer Assembly Note
17	6K255	RH exhaust camshaft sprocket bolt Assembly Note
18	6L266	RH VCT actuator Assembly Note
19	W704566	RH VCT actuator bolt Assembly Note

3. Install the components in the order indicated in the following illustration and table. Illustration 3 of 21.



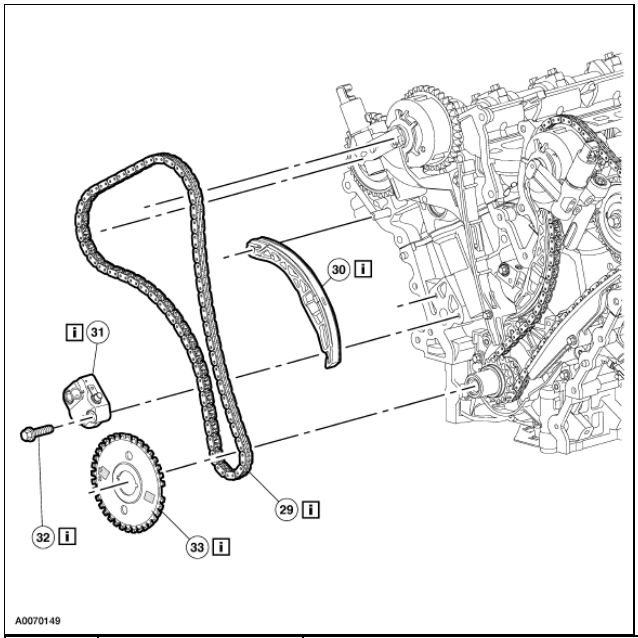
Item	Part Number	Description
20	6C261	LH variable camshaft timing (VCT) solenoid housing assembly Assembly Note
21	W704566	LH VCT solenoid housing assembly mounting bolts (2 req'd)
22	W701759	LH VCT solenoid housing assembly mounting bolt (gold in color)
23	6268	LH timing chain Assembly Note
24	6K255	LH timing chain tensioner arm Assembly Note
25	6L266	LH timing chain tensioner Assembly Note
26	W704566	LH timing chain tensioner mounting bolts (2 req'd) Assembly Note

4. Install the components in the order indicated in the following illustration and table. Illustration 4 of 21.



Item	Part Number	Description
27		RH VCT solenoid housing assembly Assembly Note
28	W704567	RH variable camshaft timing (VCT) solenoid housing assembly mounting bolts (3 req'd)

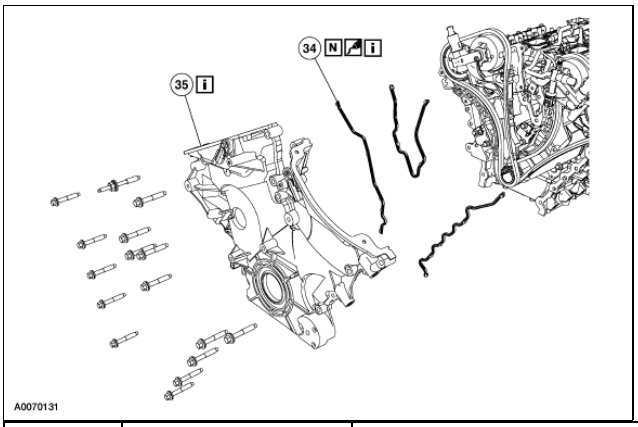
5. Install the components in the order indicated in the following illustration and table. Illustration 5 of 21.



Item	Part Number	Description
29	6268	RH timing chain Assembly Note
30	6K255	RH timing chain tensioner arm Assembly Note
31	6L266	RH timing chain tensioner Assembly Note

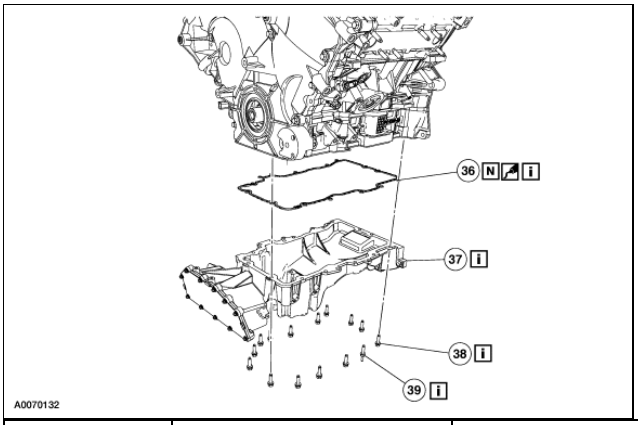
32	W704566	RH timing chain tensioner mounting bolts Assembly Note
33	12A227	Ignition pulse wheel Assembly Note

6. Install the components in the order indicated in the following illustration and table. Illustration 6 of 21.



Item	Part Number	Description
34	6049	Engine front cover gaskets (3 req'd) Assembly Note
35	6065	Engine front cover Assembly Note

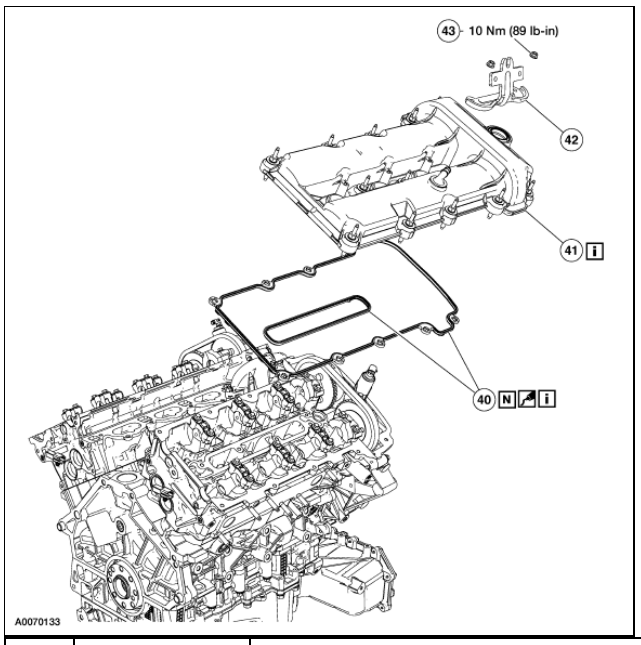
7. Install the components in the order indicated in the following illustration and table. Illustration 7 of 21.



Item	Part Number	Description
36	6710	Oil pan gasket Assembly Note
37	6625	Oil pan assembly Assembly Note
38	W701605	Oil pan bolts (14 req'd) Assembly Note
39	W701606	Oil pan stud Assembly Note

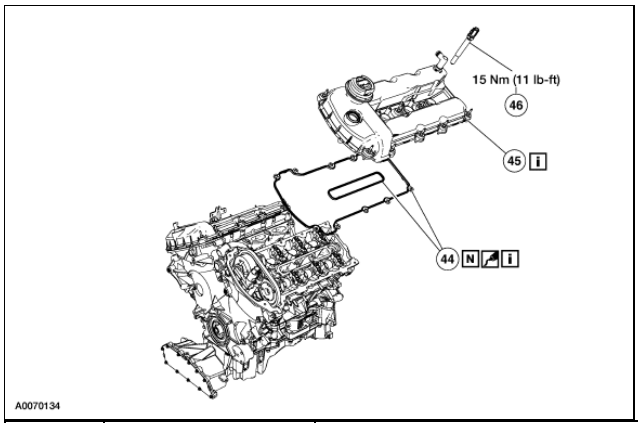
8. Install the components in the order indicated in the following illustration and table. Illustration 8 of

21.



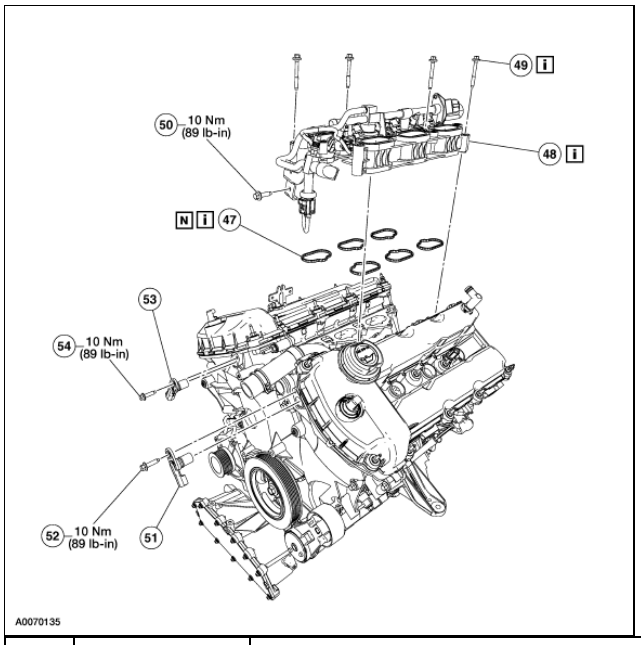
Item	Part Number	Description
40	6C527	RH valve cover gaskets (2 req'd) Assembly Note
41	6582	RH valve cover Assembly Note
42	9J444	Upper intake manifold support bracket
43	W701539	Upper intake manifold support bracket nuts (2 req'd)

9. Install the components in the order indicated in the following illustration and table. Illustration 9 of 21.



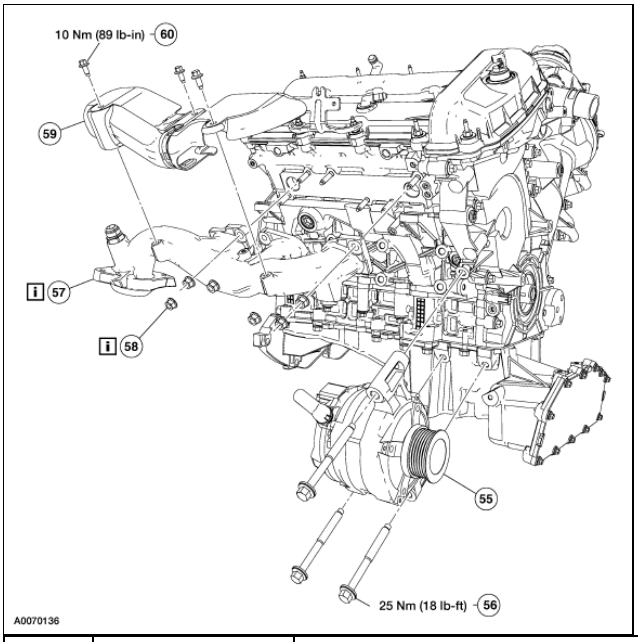
Item	Part Number	Description
44	6C527	LH valve cover gaskets (2 req'd) Assembly Note
45	6A505	LH valve cover Assembly Note
46	6G004	Cylinder head temperature (CHT) sensor

10. Install the components in the order indicated in the following illustration and table. Illustration 10 of 21.



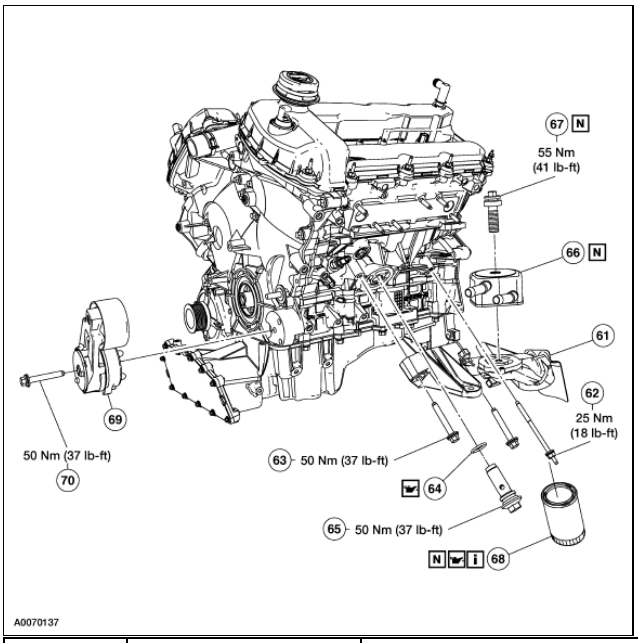
Item	Part Number	Description
47		Lower intake manifold gaskets (6 req'd) Assembly Note
48	9J447	Lower intake manifold assembly Assembly Note
49	W701520	Lower intake manifold bolts (4 req'd) Assembly Note
50	W701504	Lower intake manifold fuel tube support bracket bolt
51	6B288	LH camshaft position (CMP) sensor
52	W500204	LH CMP sensor bolt
53	6B288	RH CMP sensor
54	W500204	RH CMP sensor bolt

11. Install the components in the order indicated in the following illustration and table. Illustration 11 of 21.



Item	Part Number	Description
55	10300	Generator
56	W704747	Generator bolts (3 req'd)
57	9430	RH exhaust manifold Assembly Note
58	W701706	RH exhaust manifold nuts (6 req'd) Assembly Note
59	9Y427	Exhaust manifold heat shield
60	W500211	Exhaust manifold heat shield nuts (3 req'd)

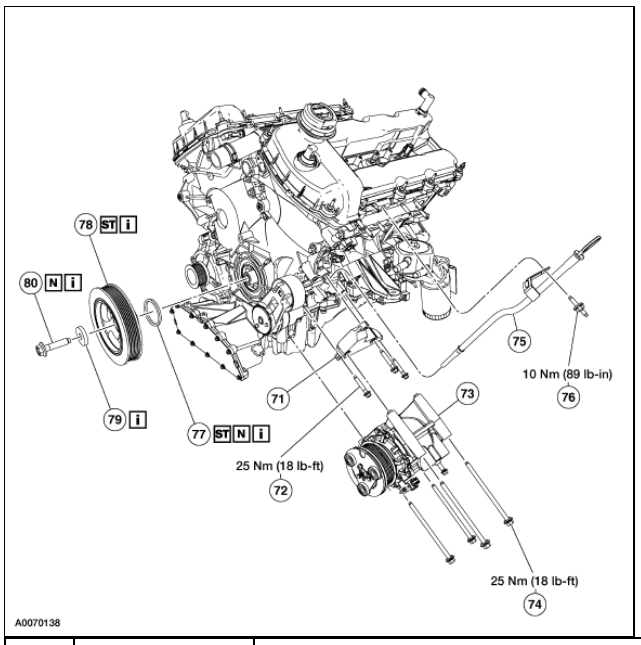
12. Install the components in the order indicated in the following illustration and table. Illustration 12 of 20.



Item	Part Number	Description
61	6881	Oil filter adapter
62	W705811	Oil filter adapter stud

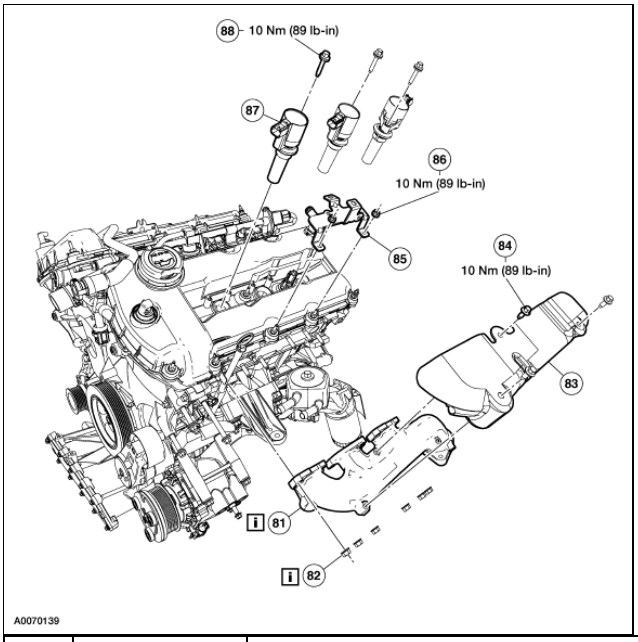
63	W704822	Oil filter adapter bolts (2 req'd)
64		Oil filter adapter bolt O-ring seal
65	6894	Oil filter adapter bolt
66	6A642	Oil cooler
67		Oil cooler bolt
68	6714	Oil filter Assembly Note
69	6B209	Accessory drive belt tensioner
70	W500329	Accessory drive belt tensioner bolt

13. Install the components in the order indicated in the following illustration and table. Illustration 13 of 21.



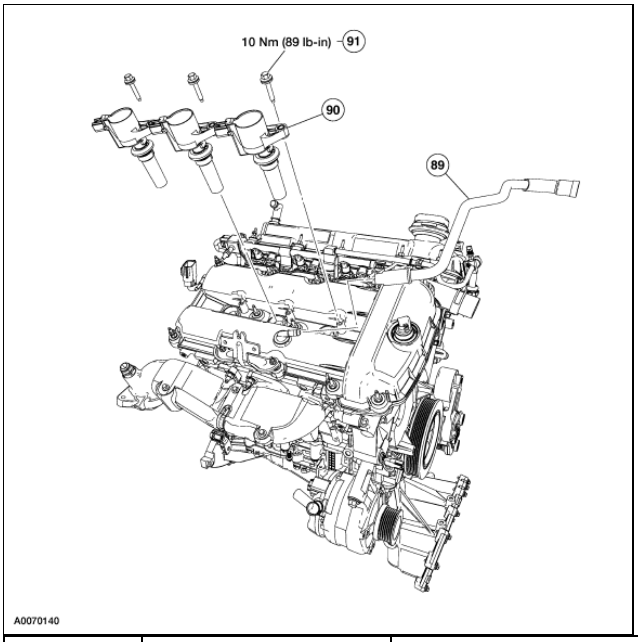
Item	Part Number	Description
71	19N586	A/C compressor mounting bracket
72	W701524	A/C compressor mounting bracket bolts (3 req'd)
73	19D629	A/C compressor
74	W701629	A/C compressor bolts (4 req'd)
75	6754	Oil level indicator
76	W709065	Oil level indicator stud
77	6700	Crankshaft front oil seal Assembly Note
78	6316	Crankshaft pulley Assembly Note
79	N806165	Crankshaft pulley bolt washer Assembly Note
80	W701512	Crankshaft pulley bolt Assembly Note

14. Install the components in the order indicated in the following illustration and table. Illustration 14 of 21.



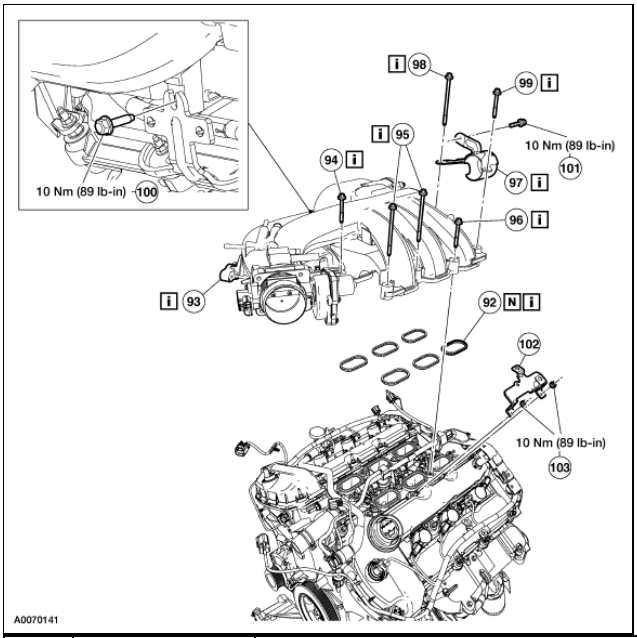
Item	Part Number	Description
81	9431	LH exhaust manifold Assembly Note
82	W701706	LH exhaust manifold nuts (6 req'd) Assembly Note
83	9Y427	Exhaust manifold heat shield
84	W500211	Exhaust manifold heat shield bolts (3 req'd)
85	9J444	Engine appearance cover support bracket
86	W701539	Engine appearance cover support bracket nuts (2 req'd)
87	12A366	LH ignition coils (3 req'd)
88	W708833	LH ignition coil bolts (3 req'd)

15. Install the components in the order indicated in the following illustration and table. Illustration 15 of 21.



Item	Part Number	Description
89		Crankcase vent hose
90	12A366	RH ignition coils (3 req'd)
91	W708833	RH ignition coil bolts (3 req'd)

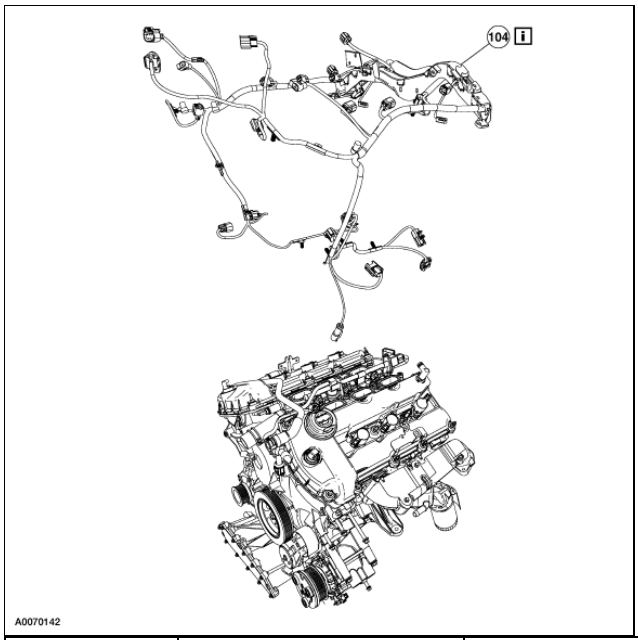
16. Install the components in the order indicated in the following illustration and table. Illustration 16 of 21.



Item	Part Number	Description
92		Upper intake manifold gaskets (6 req'd) Assembly Note
93	9424	Upper intake manifold Assembly Note
94	W701719	Upper intake manifold bolt Assembly Note
95	W701724	Upper intake manifold bolts (2 req'd)

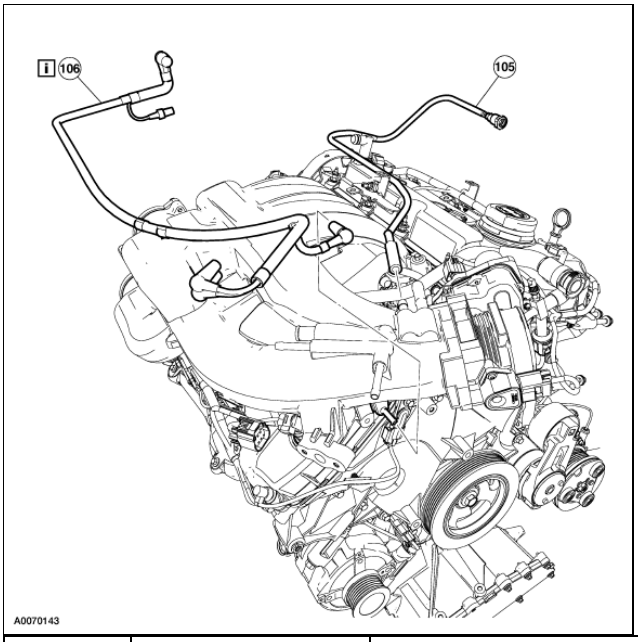
		Assembly Note
96	W701520	Upper intake manifold bolt Assembly Note
97	9G609	Fuel regulator shield Assembly Note
98	W701724	Fuel regulator shield bolt Assembly Note
99	W701520	Fuel regulator shield bolt Assembly Note
100	W701520	Support bracket-to-intake manifold bolt
101	W705779	Fuel regulator shield stud
102	9J444	Appearance cover support bracket
103	W701539	Appearance cover support bracket nuts (2 req'd)

17. Install the components in the order indicated in the following illustration and table. Illustration 17 of 21.



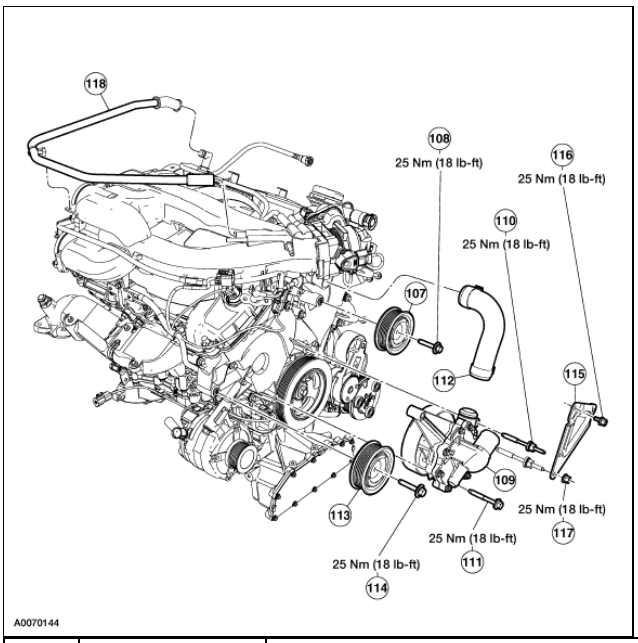
Item	Part Number	Description
104	12B637	Engine wiring harness Assembly Note

18. Install the components in the order indicated in the following illustration and table. Illustration 18 of 21.



Item	Part Number	Description
105	9D289	Fuel vapor hose
106	9E498	Emissions vacuum hose assembly Assembly Note

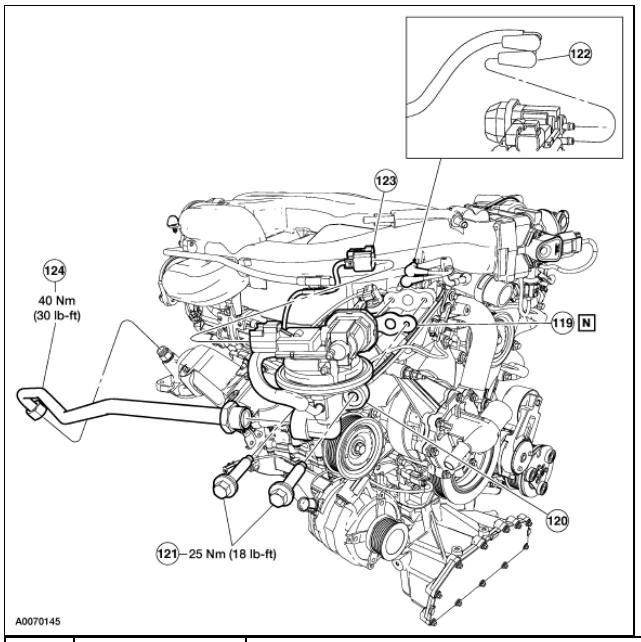
19. Install the components in the order indicated in the following illustration and table. Illustration 19 of 21.



Item	Part Number	Description
107	6C348	Accessory drive idler pulley
108	W704851	Accessory drive idler pulley bolt
109	8501	Coolant pump
110	W704919	Coolant pump studs (2 req'd)
111	W704920	Coolant pump bolt
112		Coolant hose
113	6C348	Accessory drive idler pulley

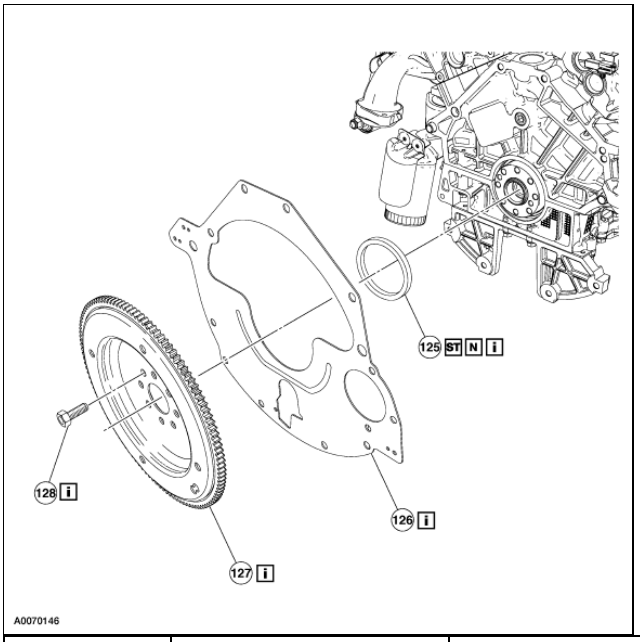
114	W704851	Accessory drive idler pulley bolt
115	9J444	Intake manifold support bracket
116	W701719	Intake manifold support bracket bolts (2 req'd)
117	W701542	Intake manifold support bracket nut
118	6K817	Crankcase emission valve-to-intake hose

20. Install the components in the order indicated in the following illustration and table. Illustration 20 of 21.



Item	Part Number	Description
119	9D476	Exhaust gas recirculation (EGR) system module gasket
120	9Y456	EGR system module
121	W701625	EGR system module bolts (2 req'd)
122	6A005	EGR system module vacuum hoses
123	6754-B	EGR system module electrical connector
124	9D477	EGR system module-to-exhaust manifold tube

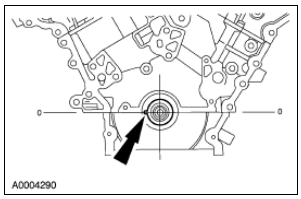
21. Install the components in the order indicated in the following illustration and table. Illustration 21 of 21.



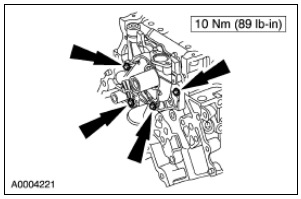
Item	Part Number	Description
125	6701	Crankshaft rear oil seal Assembly Note
126	6A373	Spacer plate Assembly Note
127	6375	Flexplate Assembly Note
128	W707366	Flexplate bolts (6 req'd) Assembly Note

Item 1: Engine Assembly Assembly Note

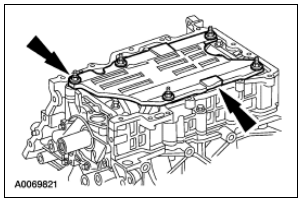
1. Rotate the crankshaft to position the keyway at the nine o'clock position.



2. Position the oil pump and install the bolts.



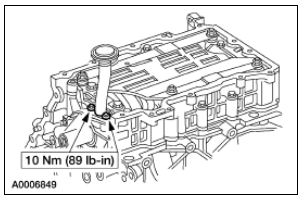
3. Position the oil pan baffle and install the nuts. Tighten in two stages:
   - Stage 1: Tighten to 5 Nm (44 lb-in).
   - Stage 2: Tighten an additional 45 degrees.



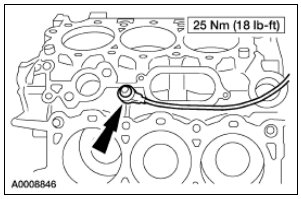
4. **NOTE:** Lubricate the O-ring seal with clean engine oil before installing.

   Position the oil pump screen cover and tube and install the bolts.

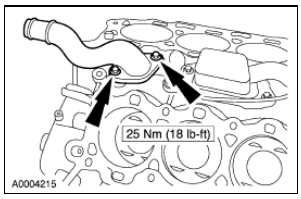
   - Use a new O-ring seal, if necessary.



5. Position the top-mounted knock sensor (KS) and install the bolt.



6. Using a new O-ring seal, position the coolant inlet tube and install the bolts.



Items 2-4: LH Cylinder Head, Gaskets and Bolts Assembly Note

1. ⚠ **CAUTION: The cylinder head gasket surfaces are ground to a precision finish. Do not rest cylinder heads on gasket surfaces. Do not use any abrasive materials during cleaning of the surfaces. Hairline scratches, small burrs, or dirt can provide a leak path for a cylinder head gasket to leak. If gasket material remains on the sealing surface, use only a plastic-tipped scraper to remove the material. Do not attempt to reuse the head gaskets.**

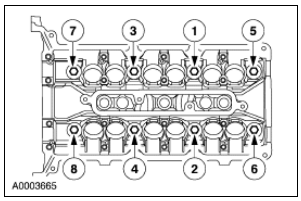
   ⚠ **CAUTION: Cylinder head bolts are torque-to-yield and cannot be reused.**

   NOTE: The LH and RH cylinder head gaskets are not interchangeable.

   Using a new cylinder head gasket, position the LH cylinder head, and install new bolts.

   - Tighten the bolts in six stages:
   - Stage 1: Tighten to 30 Nm (22 lb-ft).
   - Stage 2: Tighten an additional 90 degrees.
   - Stage 3: Back out a minimum of one full turn (360 degrees).
   - Stage 4: Tighten to 30 Nm (22 lb-ft).

- Stage 5: Tighten an additional 90 degrees.
- Stage 6: Tighten an additional 90 degrees.



Items 5-7: RH Cylinder Head, Gaskets and Bolts Assembly Note

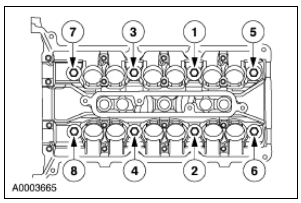
1. **⚠ CAUTION: The cylinder head gasket surfaces are ground to a precision finish. Do not rest cylinder heads on gasket surfaces. Do not use any abrasive materials during cleaning of the surfaces. Hairline scratches, small burrs, or dirt can provide a leak path for a cylinder head gasket to leak. If gasket material remains on the sealing surface, use only a plastic-tipped scraper to remove the material. Do not attempt to reuse the head gaskets.**

   ⚠ CAUTION: Cylinder head bolts are torque-to-yield and cannot be reused.

   NOTE: The LH and RH cylinder head gaskets are not interchangeable.

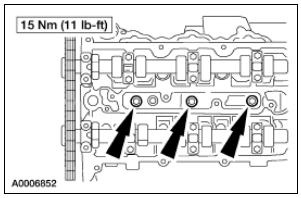
   Using a new cylinder head gasket, position the RH cylinder head, and install new bolts.

   - Tighten the bolts in six stages:
   - Stage 1: Tighten to 30 Nm (22 lb-ft).
   - Stage 2: Tighten an additional 90 degrees.
   - Stage 3: Back out a minimum of one full turn (360 degrees).
   - Stage 4: Tighten to 30 Nm (22 lb-ft).
   - Stage 5: Tighten an additional 90 degrees.
   - Stage 6: Tighten an additional 90 degrees.



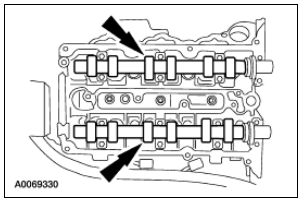
2. **NOTE:** LH is shown; RH is similar.

   Install the LH and RH spark plugs.



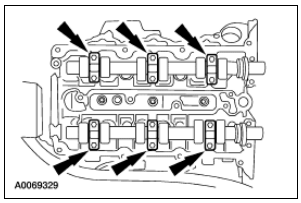
3. **NOTE:** Be sure camshaft bearing caps are installed in their original positions.

   Lubricate camshafts with clean engine oil and carefully position the camshafts into the cylinder head.

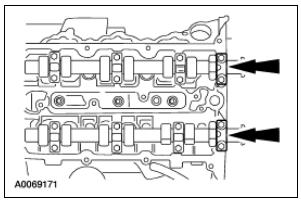


4. ⚠ **CAUTION: Do not install the camshaft journal thrust caps until all of the camshaft bearing caps have been installed, or damage to the thrust caps can occur.**

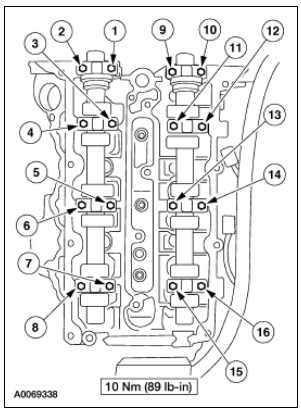
   Lubricate the bearing surfaces of the camshaft bearing caps with clean engine oil, install the bearing caps, and loosely install the bolts.



5. Lubricate the bearing surfaces of the camshaft bearing thrust caps with clean engine oil, install the caps, and loosely install the bolts.



6. Tighten the bolts in the sequence shown.



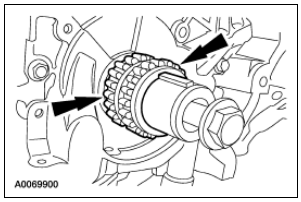
7. **NOTE:** If new camshafts were installed, refer to Valve Clearance Adjustment in this section.

   Lubricate the tappet shims and camshaft lobes with clean engine oil.

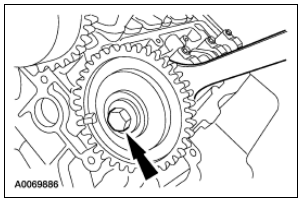
8. Rotate the camshafts to make sure they are not binding. If binding occurs, check to make sure that all bearing caps are in their original positions. Loosen all bearing cap bolts in reverse order and retighten.

Items 8-19: Variable Camshaft Timing (VCT) Actuators, Exhaust Camshaft Sprockets, Bolts, Washers and Crankshaft Sprockets Assembly Note

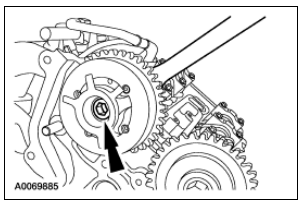
1. With the two keyways facing forward, install the crankshaft sprockets .



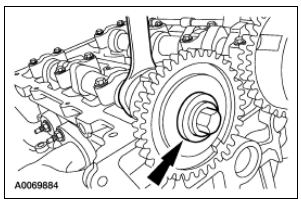
2. Install the LH exhaust camshaft sprocket and a new bolt hand tight. Using a wrench on the flats of the camshaft, hold the camshaft in position and tighten the bolt in two stages.
    - Stage 1: Tighten the exhaust camshaft sprocket bolt to 20 Nm (15 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.



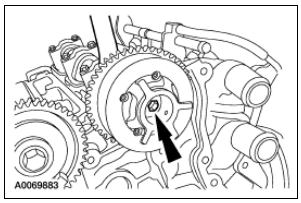
3. Install the LH variable camshaft timing (VCT) actuator and a new bolt hand tight. Using a wrench on the flats of the camshaft, hold the camshaft in position and tighten the bolt in two stages.
    - Stage 1: Tighten the VCT actuator bolt to 20 Nm (15 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.



4. Install the RH exhaust camshaft sprocket and a new bolt hand tight. Using a wrench on the flats of the camshaft, hold the camshaft in position and tighten the bolt in two stages.
    - Stage 1: Tighten the exhaust camshaft sprocket bolt to 20 Nm (15 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.

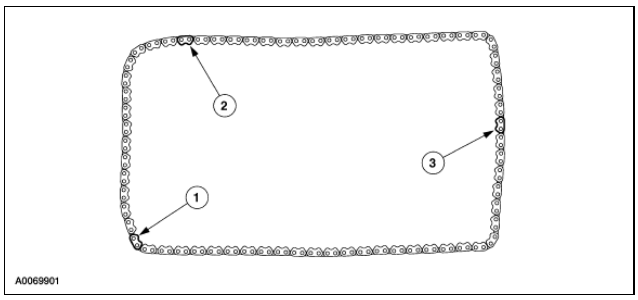


5. Install the RH variable camshaft timing (VCT) actuator and a new bolt hand tight. Using a wrench on the flats of the camshaft, hold the camshaft in position and tighten the bolt in two stages.
    - Stage 1: Tighten the VCT actuator bolt to 20 Nm (15 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.

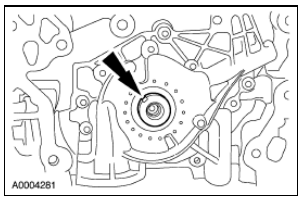


Items 20-33: Timing Drive Components Assembly Note

1. If timing marks in the timing chains are not evident, use a permanent-type marker to mark the crankshaft and camshaft timing marks on the LH and RH timing chains.
    1. Mark any link to use as the exhaust camshaft timing mark.
    2. Starting with the exhaust camshaft timing mark, count 16 links and mark the link as the intake camshaft sprocket timing mark.
    3. Starting with the intake camshaft timing mark, count 25 links and mark the link as the crankshaft sprocket timing mark.

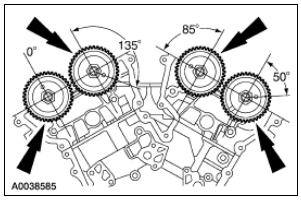


2. Verify that the crankshaft keyway is in the eleven o'clock position.



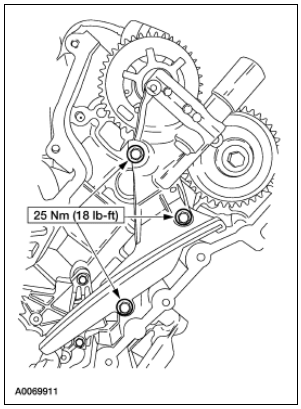
3. ⚠ **CAUTION: The crankshaft keyway must remain in the eleven o'clock position until the cams are located in the neutral position, or damage to the valves can occur.**

   Rotate the LH and RH intake and exhaust camshafts to locate them in their neutral positions.

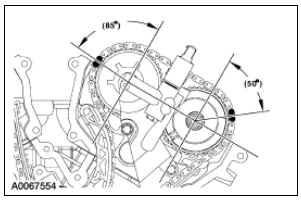


4. **NOTE:** Gold colored bolt must be installed in its original location.

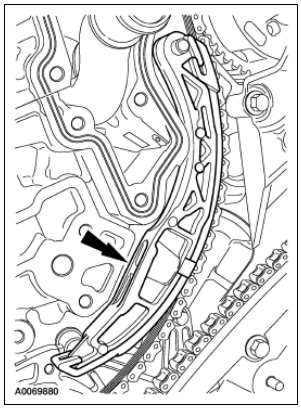
   Install the LH VCT solenoid housing assembly and the bolts.



5. Install the LH timing chain, aligning the copper (or marked) link with the marks on the camshaft and crankshaft sprockets.

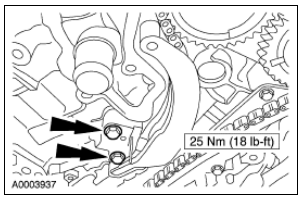


6. Install the LH timing chain tensioner arm.

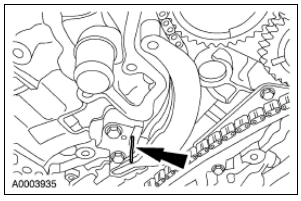


7. **NOTE:** Be sure to position the tensioner so that the tensioner piston is fully engaged in the tensioner arm.

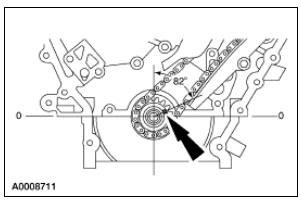
   Install the LH timing chain tensioner and bolts.



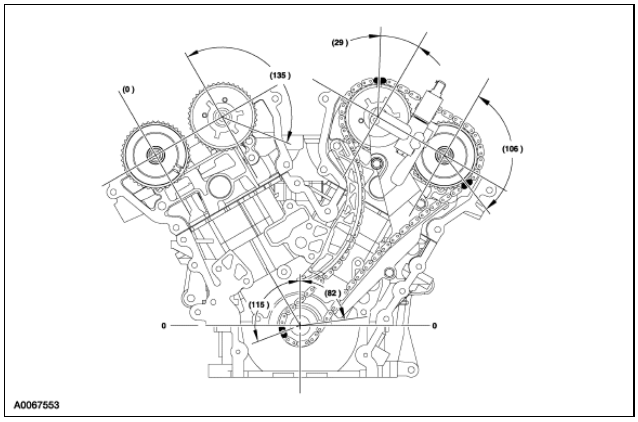
8. Remove the wire or paper clip from the tensioner.



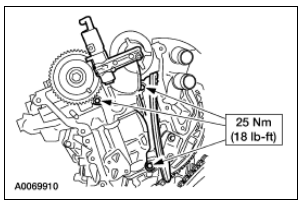
9. Rotate the crankshaft clockwise and position the keyway at the three o'clock position for RH timing chain installation.



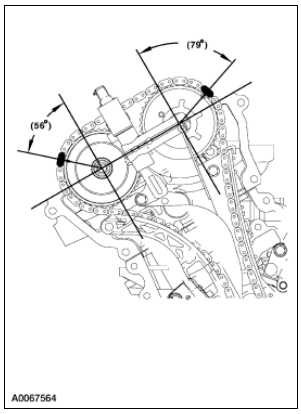
10. Verify that the copper (or marked) links on the LH timing chain are in alignment with the timing index marks on the camshaft and crankshaft sprockets.



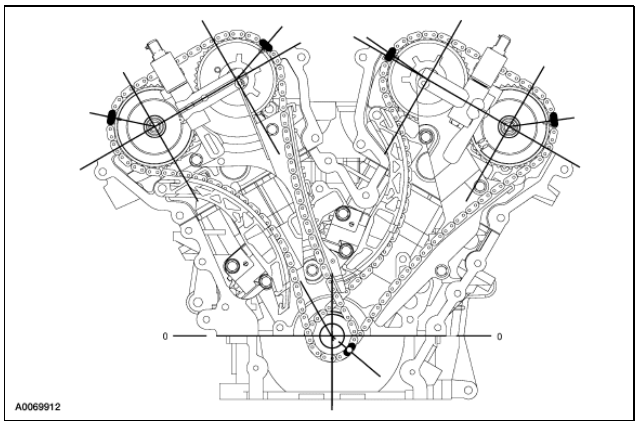
11. Install the RH VCT solenoid housing assembly and bolts.



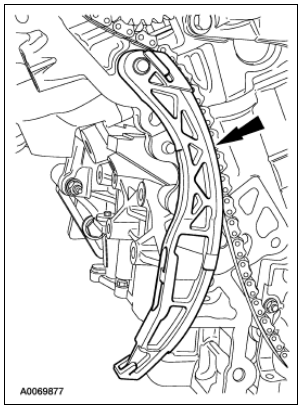
12. Install the RH timing chain, aligning the copper (or marked) links with the marks on the camshaft and crankshaft sprockets.



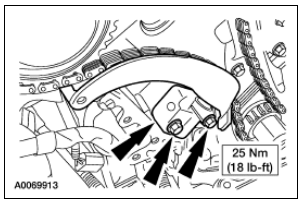
13. Verify that the copper or (marked) links on the RH timing chain are in alignment with the timing marks on the camshaft and crankshaft sprockets.



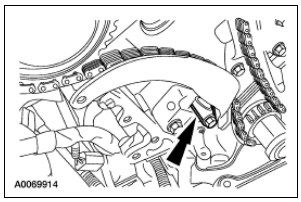
14. Install the RH timing chain tensioner arm.



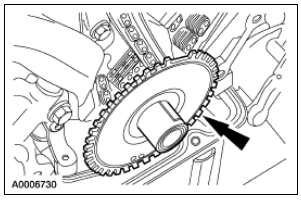
15. Install the RH timing chain tensioner and bolts.



16. Remove the wire or paper clip from the RH timing chain tensioner.



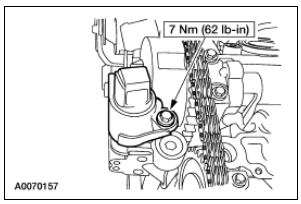
17. Install the ignition pulse wheel using the orange marked keyway slot and the teeth facing forward.



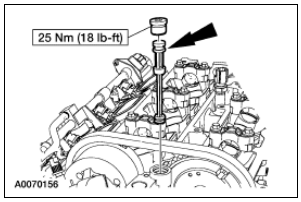
Items 20 and 27: VCT System Oil Filters Assembly Note

1. **NOTE:** LH is shown, RH is similar.

   Remove the bolt and the variable camshaft timing (VCT) solenoid.



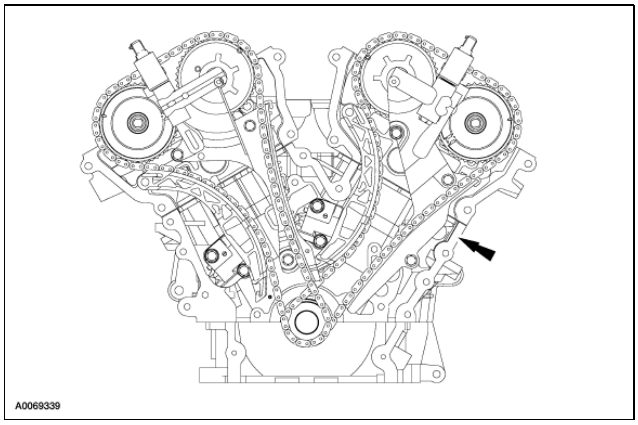
2. Remove the VCT system filter cap and replace the VCT system filter.



3. Repeat the previous steps for the RH VCT system filter.

Items 34 and 35: Engine Front Cover and Front Cover Gaskets Assembly Note

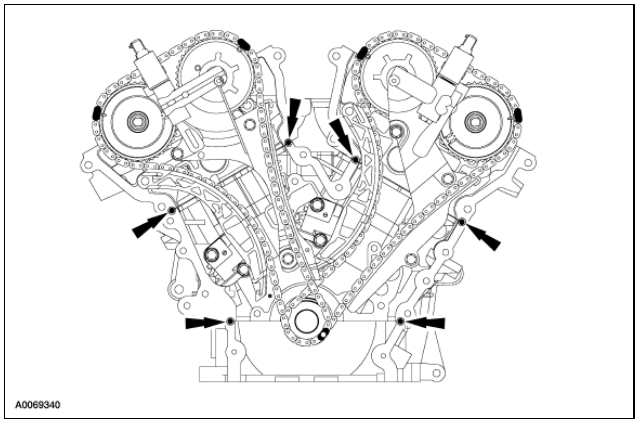
1. Clean the engine front cover to cylinder block and cylinder head sealing surfaces, using a clean shop towel and metal surface cleaner to remove all residue.



2. Install new front cover seals into the front cover.

3. **NOTE:** Install the engine front cover and bolts no more than four minutes after applying sealer.

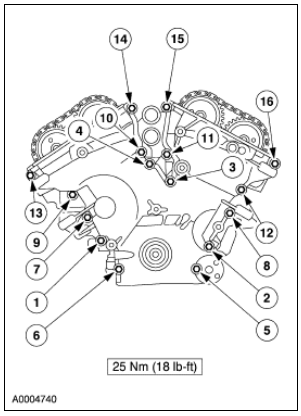
   Apply a 6 mm (0.24 in) diameter dot of silicone gasket and sealant to the areas shown.



4. **NOTE:** Fastener No. 14 is a stud bolt.

   Install the engine front cover and the bolts.

   - Tighten the bolts in the sequence shown.



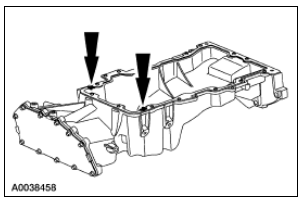
Items 36-39: Oil Pan Gasket, Oil Pan, Oil Pan Stud and Bolts Assembly Note

1. Rotate the engine upside down on the engine stand.

2. Clean the oil pan-to-cylinder block sealing surfaces on the oil pan and cylinder block with a clean shop towel and metal surface cleaner to remove all residue.

3. **NOTE:** Install the oil pan and bolts no more than four minutes after applying sealer.

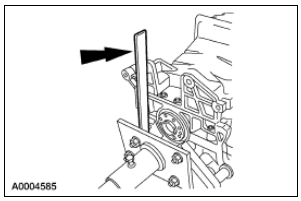
   Apply a 10 mm (0.4 in) dot of silicone gasket and sealant onto the top of the new oil pan gasket at the two locations shown.



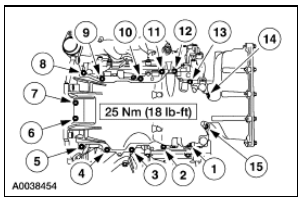
4. **NOTE:** The oil pan rear face must be installed flush to the cylinder block rear face to within ± 0.10 mm (0.0039 in). Failure to maintain this specification will require the oil pan to be removed and installed again.

   Install the oil pan.

   - Using a straightedge, align the rear face of the oil pan with the rear face of the cylinder block.



5. Tighten the oil pan bolts in the sequence shown.

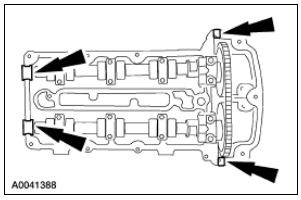


Items 40 and 41: RH Valve Cover and Gaskets Assembly Note

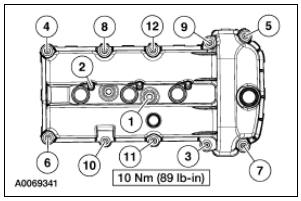
1. Install a new gasket in the RH valve cover.

2. **NOTE:** Install the valve cover and bolts no more than four minutes after applying the sealer.

   Apply an 8 mm (0.32 in) bead of silicone gasket and sealant to the cylinder half round surface and to the front cover gasket intersection places.



3. Position the RH valve cover and install the bolts in the sequence shown.

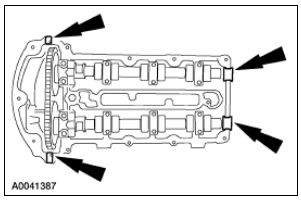


Items 44 and 45: LH Valve Cover and Gaskets Assembly Note

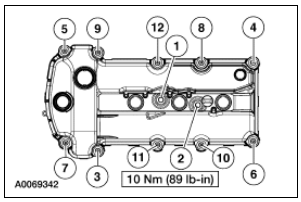
1. Install a new gasket in the LH valve cover.

2. **NOTE:** Install the valve cover and bolts no more than four minutes after installing the sealer.

   Apply an 8 mm (0.32 in) bead of silicone gasket and sealer to the cylinder half round surface and to the front cover gasket intersection places.

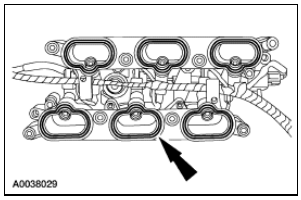


3. Position the LH valve cover and install the bolts in the sequence shown.

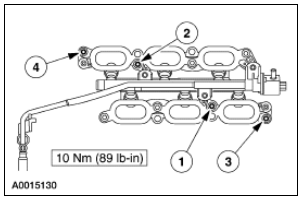


Items 47-49: Lower Intake Manifold Assembly, Gaskets and Bolts Assembly Note

1. Inspect the lower intake manifold gaskets. Install new gaskets if necessary.

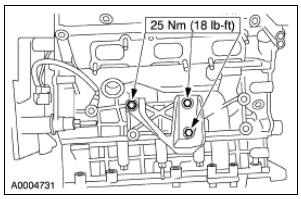


2. Position the lower intake manifold assembly and install the bolts in the sequence shown.

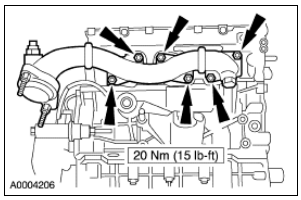


Items 57 and 58: RH Exhaust Manifold and Nuts Assembly Note

1. Position the RH engine mount bracket and install the bolts.



2. Using a new gasket, position the RH exhaust manifold and install the nuts.

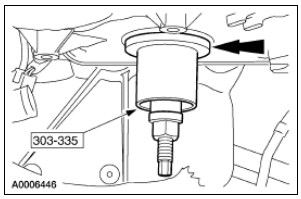


Items 68: Oil Filter Assembly Note

1. Using an oil filter strap wrench, install the oil filter until the seal makes contact. Tighten an additional 270 degrees.

Item 77: Crankshaft Front Oil Seal Assembly Note

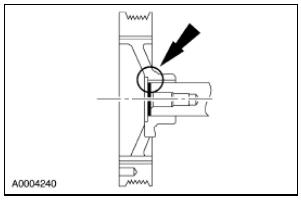
1. Using the special tool, install the crankshaft front oil seal.



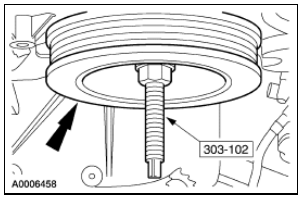
Items 78-80: Crankshaft Pulley, Bolt, and Washer Assembly Note

1. **NOTE:** Install the crankshaft damper no more than four minutes after applying the sealer.

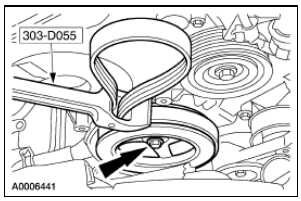
   Apply a dot of silicone gasket and sealant to the crankshaft damper keyway slot.



2. Using the special tool, install the crankshaft damper.

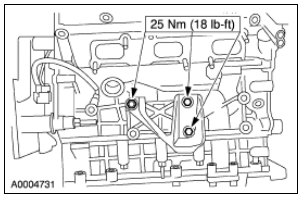


3. Using the special tool, install the washer and a new bolt.
   Tighten the bolt in four stages:
   - Stage 1: Tighten to 120 Nm (89 lb-ft).
   - Stage 2: Back out a minimum of one full turn (360 degrees).
   - Stage 4: Tighten to 50 Nm (37 lb-ft).
   - Stage 4: Tighten an additional 90 degrees.

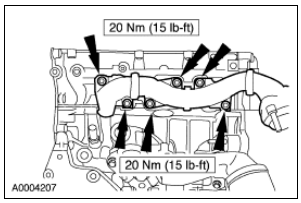


Items 81 and 82: LH Exhaust Manifold and Nuts Assembly Note

1. Position the LH engine mount bracket and install the bolts.

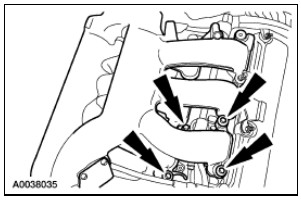


2. Using a new gasket, position the LH exhaust manifold and install the nuts.



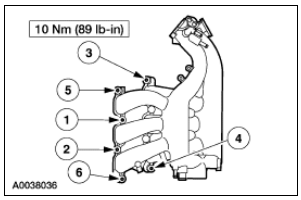
Items 92-99: Upper Intake Manifold, Gaskets and Bolts, and Fuel Regulator Shield and Bolts Assembly Note

1. Position the upper intake manifold and gaskets. Install the bolts finger tight.



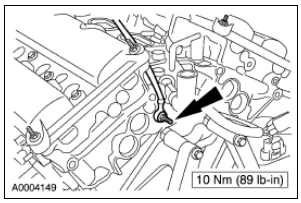
2. Position the fuel pressure sensor shield and install the bolts finger tight.

3. Tighten the upper intake bolts in the sequence shown.

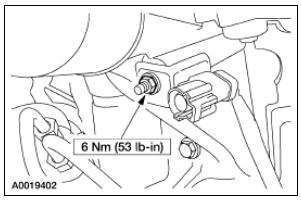


Item 104: Engine Wiring Harness Assembly Note

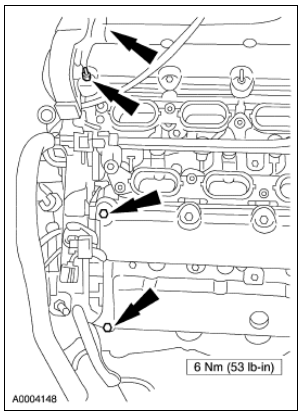
1. Position the ground strap and install the nut.



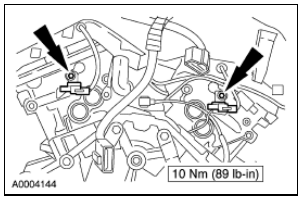
2. Install the bracket and the nut.



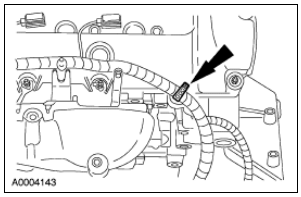
3. Position the wiring harness and install the four nuts.



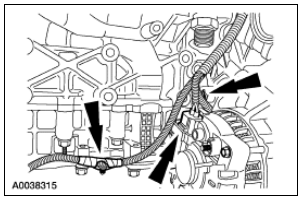
4. Position the two radio ignition interference capacitors and install the bolts.



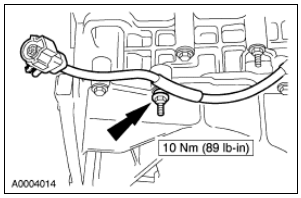
5. Attach the wiring harness retainer.



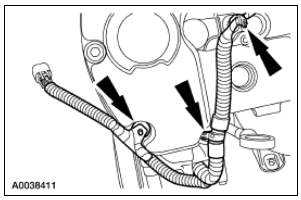
6. Clip the two wiring harness retainers into the brackets and connect the generator electrical connector.



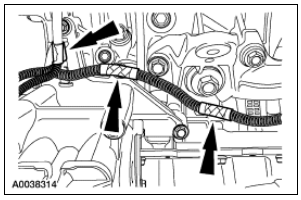
7. Position the wiring harness and install the nut.



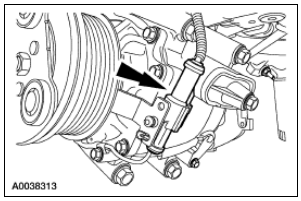
8. Attach the three wiring harness retainers.



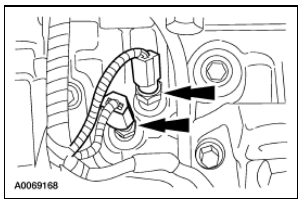
9. Attach the three wiring harness retainers.



10. Connect the A/C electrical connector.

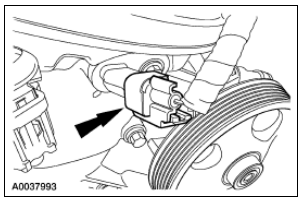


11. Connect the oil pressure switch electrical connector.

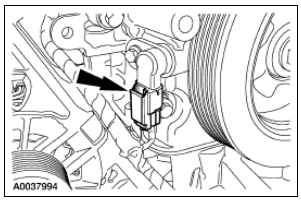


12. **NOTE:** LH is shown, RH is similar.

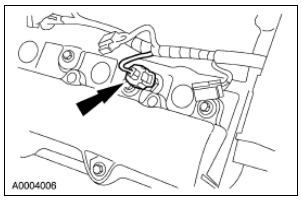
    Connect the two camshaft position (CMP) sensor electrical connectors.



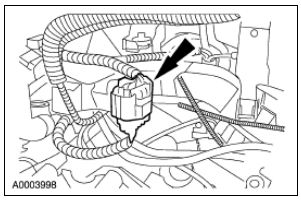
13. Connect the crankshaft position (CKP) sensor electrical connector.



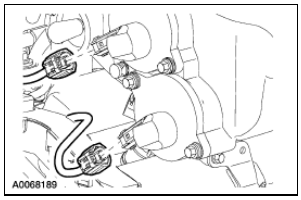
14. Connect the cylinder head temperature (CHT) sensor electrical connector.



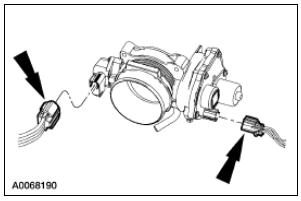
15. Connect the fuel injector wiring harness connector.



16. Connect the intake manifold tuning valve electrical connectors.

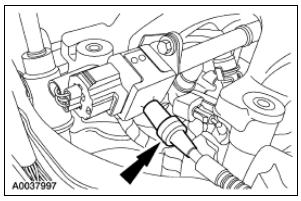


17. Connect the throttle body electrical connectors.



Item 106: Emissions Vacuum Hose Assembly Note

1. Connect the fuel pressure sensor jumper to the main vacuum harness.

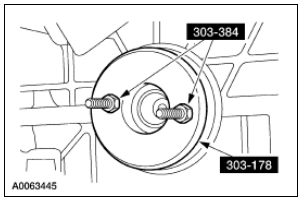


2. Connect the positive crankcase ventilation (PCV) tube at the rear of the upper intake manifold.

Item 125: Crankshaft Rear Oil Seal Assembly Note

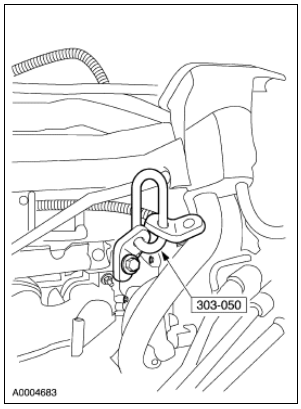
1. Lubricate the outer lips and the inner seal on the crankshaft rear oil seal with clean engine oil.

2. Using the special tools, install the crankshaft rear oil seal.

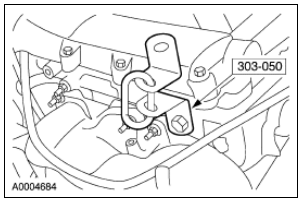


Items 126-128: Flexplate Bolts, Flexplate, and Spacer Plate Assembly Note

1. Install the special tool onto the engine as shown.

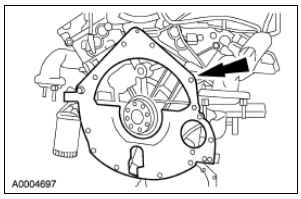


2. Install the special tool onto the engine as shown.

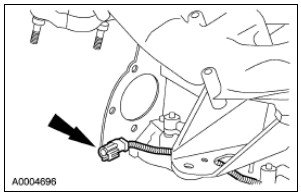


3. Using the special tool and an engine crane, transfer the engine from the stand to the floor or a bench.

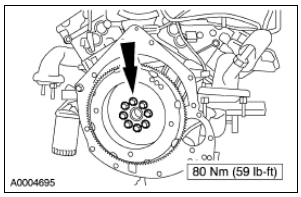
4. Install the spacer plate assembly.



5. Attach both the wiring harness retainers, one on each side of the engine.



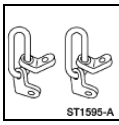
6. Install the flywheel and the bolts.



Engine

Printable View (3402 KB)

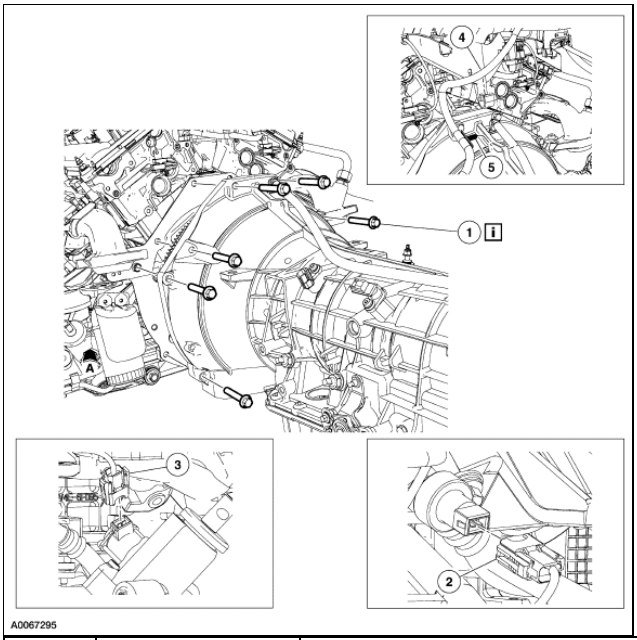
Special Tool(s)

 ST1595-A	Engine Lifting Brackets 303-050

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A or equivalent	WSE-M97B51-A1
Motorcraft Premium Engine Coolant VC-4-A or equivalent	ESE-M97B44-A
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

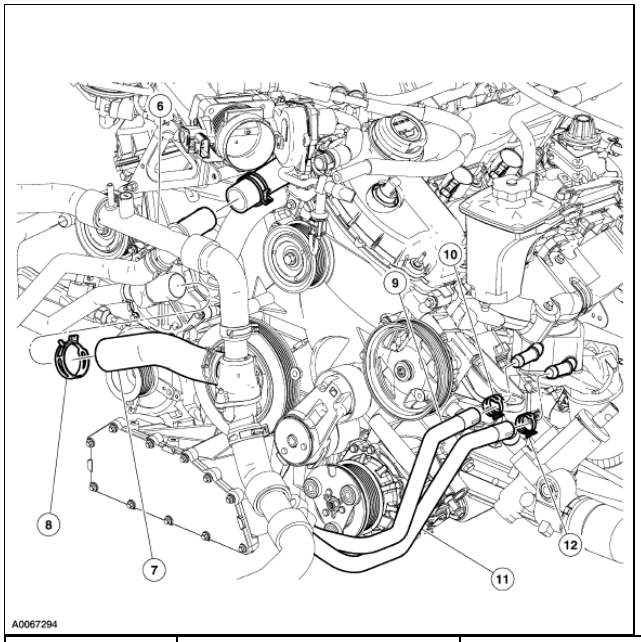
1. Illustration 1 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W500128	Transmission mounting bolts (7 req'd) Installation Note
2		Engine wiring harness electrical connector
3		Power steering electrical connector

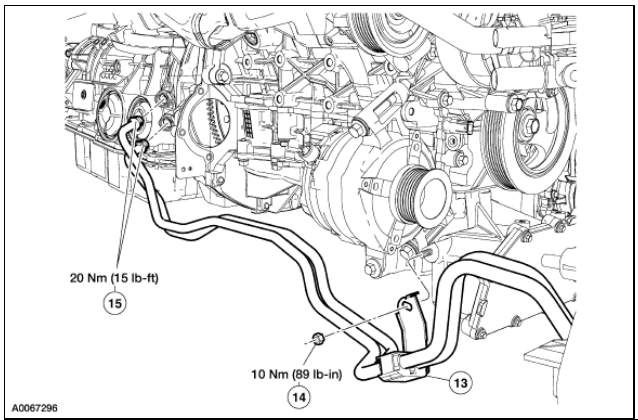
4	7E443	Transmission wiring harness
5		Wiring harness retainer (part of 7E443)

2. Illustration 2 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
6	129949	Coolant tube assembly
7	98945697	Coolant hose
8	15161	Coolant hose clamp
9	8B273	Coolant hose
10	15161	Coolant hose clamp
11	8B273	Coolant hose
12	15161	Coolant hose clamp

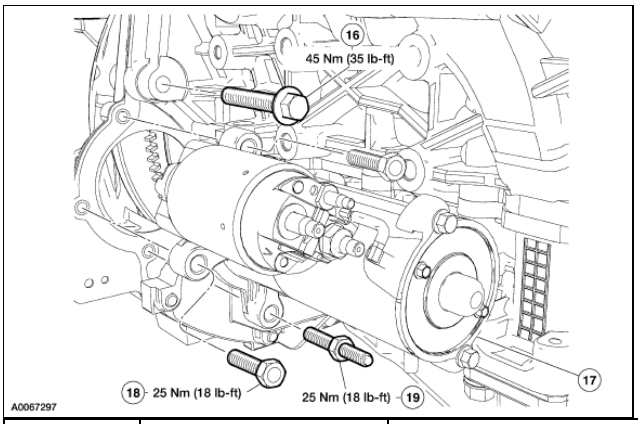
3. Illustration 3 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
13		Transmission cooler tube mounting bracket
14	W701706	Transmission cooler mounting nut

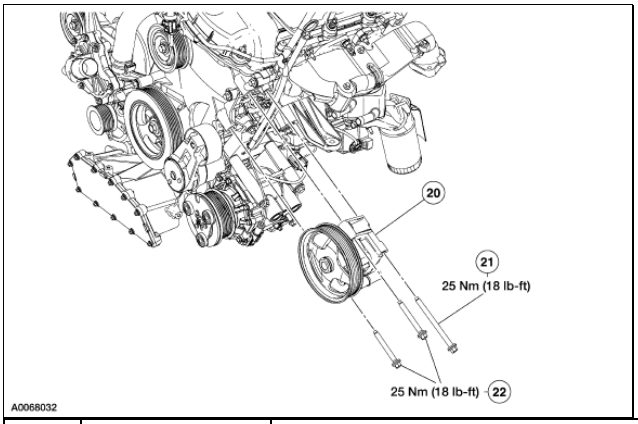
15		Transmission cooler tube-to-transmission nuts

4. Illustration 4 of 17. Install the components in the order indicated in the following illustration and table.



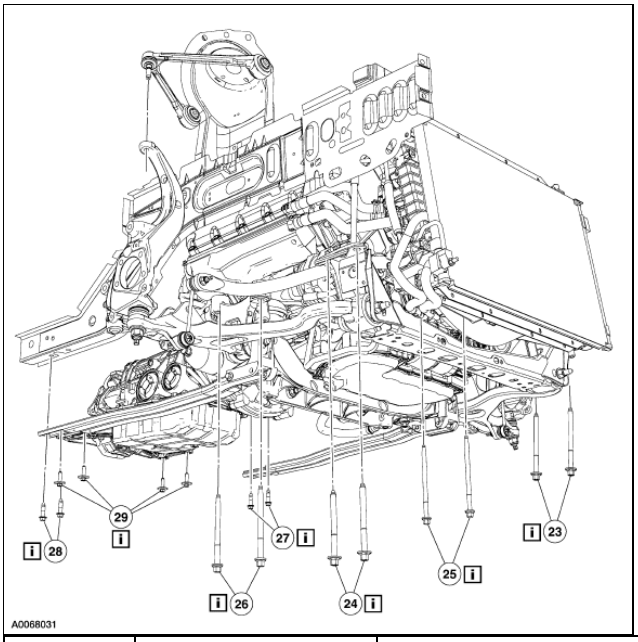
Item	Part Number	Description
16	W704666	Transmission mounting bolt
17	11000	Starter
18	W705359	Starter mounting bolts (2 req'd)
19	W704666	Starter mounting stud

5. Illustration 5 of 17. Install the components in the order indicated in the following illustration and table.



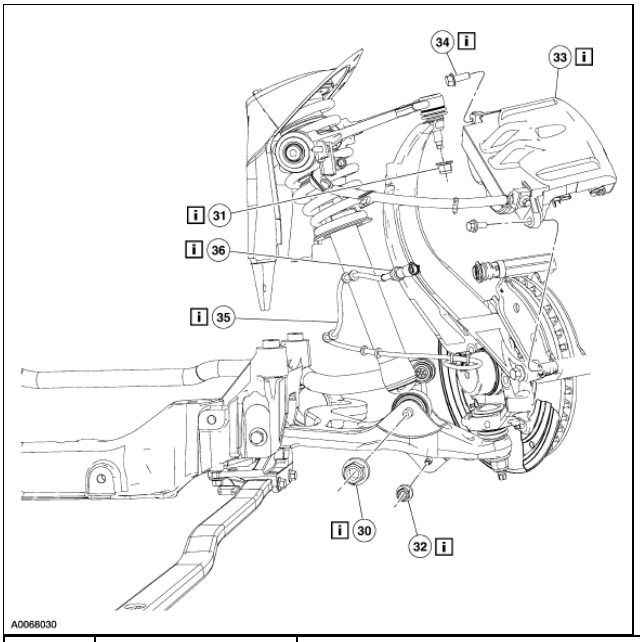
Item	Part Number	Description
20	3A696	Power steering pump
21	W701532	Power steering pump mounting bolt
22	W706902	Power steering pump mounting bolts (2 req'd)

6. Illustration 6 of 17. Install the components in the order indicated in the following illustration and table.



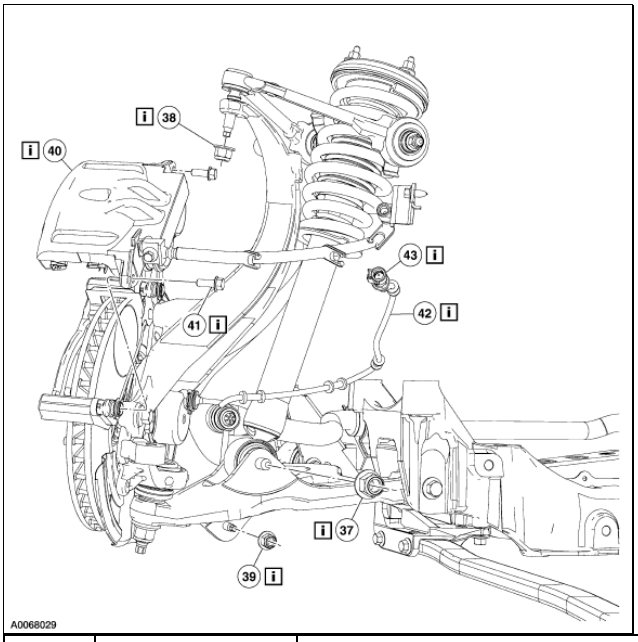
Item	Part Number	Description
23	W708091	Front crossmember bolts (left) Installation Note
24	W708091	Front crossmember bolts (left) Installation Note
25	W706239	Center crossmember bolts (left) Installation Note
26	W706239	Center crossmember bolts (right) Installation Note
27	W707186	Crossmember bolts (left) Installation Note
28	W707186	Crossmember brace bolts (right) Installation Note
29	W704971	Transmission crossmember bolts Installation Note

7. Illustration 7 of 17. Install the components in the order indicated in the following illustration and table.



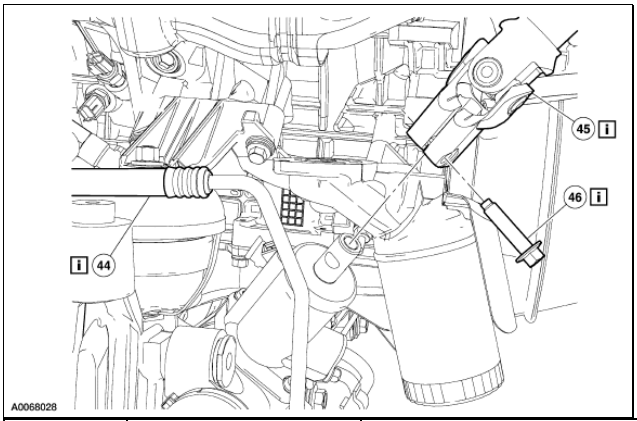
Item	Part Number	Description
30	W50213	Lower strut mount nut and bolt Installation Note
31	W520214	Upper ball joint nut Installation Note
32	W50213	Stabilizer bar nut Installation Note
33	2B119	Brake caliper Installation Note
34	2B118	Brake caliper bolts (2 req'd) Installation Note
35	2B663	Anti-lock brake sensor harness Installation Note
36	2B663	Anti-lock brake sensor electrical connector Installation Note

8. Illustration 8 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
37	W50213	Lower strut mount nut and bolt Installation Note
38	W520214	Upper ball joint nut Installation Note
39	W50213	Stabilizer bar nut Installation Note
40	2B119	Brake caliper Installation Note
41	2B118	Brake caliper bolts (2 req'd) Installation Note
42	2B663	Anti-lock brake sensor harness Installation Note
43	2B663	Anti-lock brake sensor electrical connector Installation Note

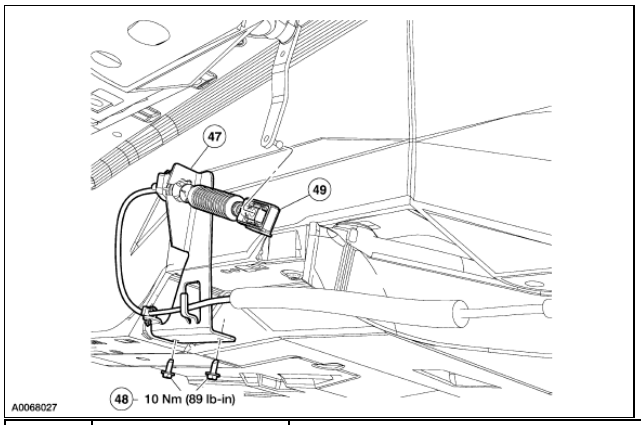
9. Illustration 9 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
44	3A713	Power steering hose bracket Installation Note

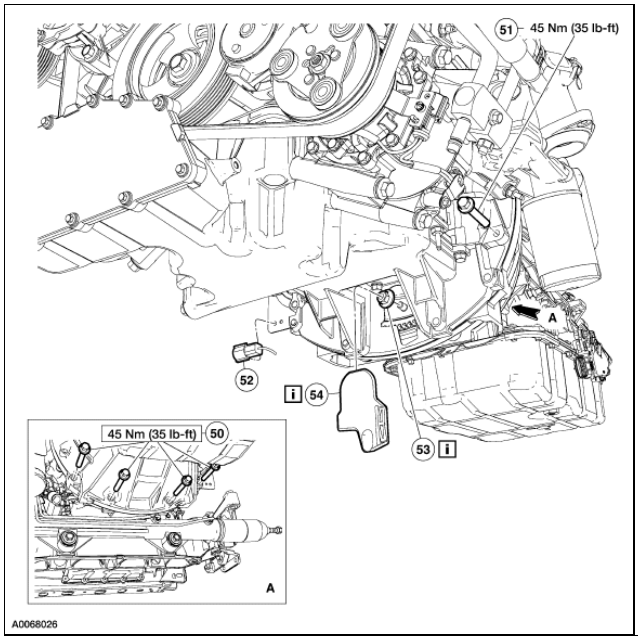
45	3C662	Steering column intermediate shaft Installation Note
46	W705113	Intermediate shaft pinch bolt Installation Note

10. Illustration 10 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
47	7B229	Transmission shifter bracket
48	W707491	Transmission shifter bracket mounting bolts
49		Transmission shifter cable

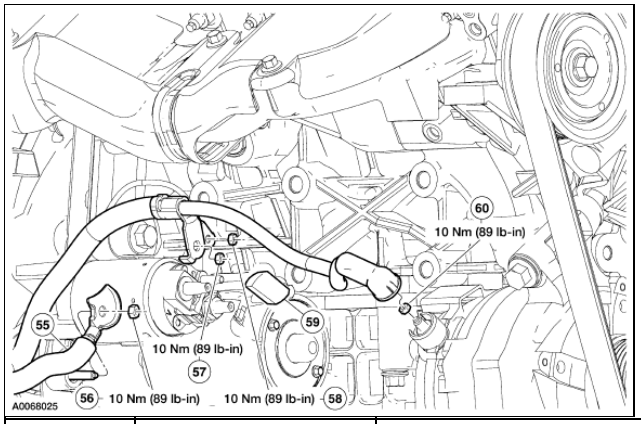
11. Illustration 11 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
50	W500128	Transmission lower mounting bolts (4 req'd)
51	W500128	Transmission mounting bolt
52	14A464	Electrical connector
53		Torque converter nuts (4 req'd) Installation Note

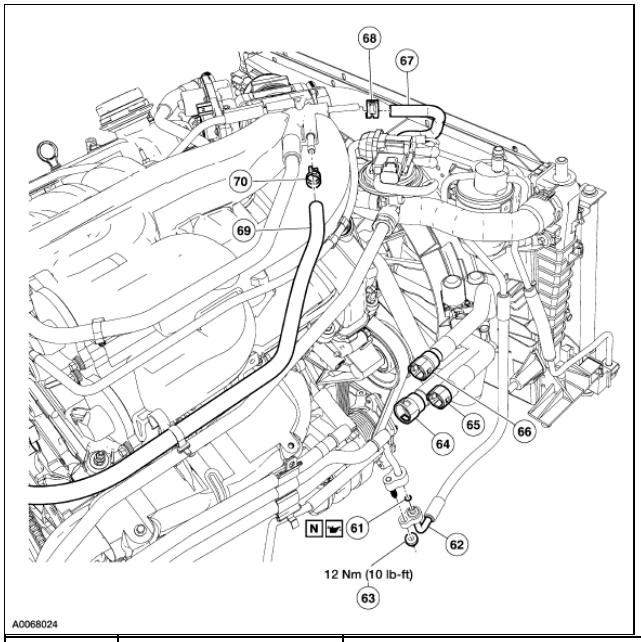
54		Access cover Installation Note

12. Illustration 12 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
55	14305	Ground strap
56	N500617	Ground strap nut
57	N800156	Starter solenoid wire nut
58	N800136	Starter solenoid battery cable nut
59	11N087	Starter terminal dust cover
60	N805403	Alternator terminal nut

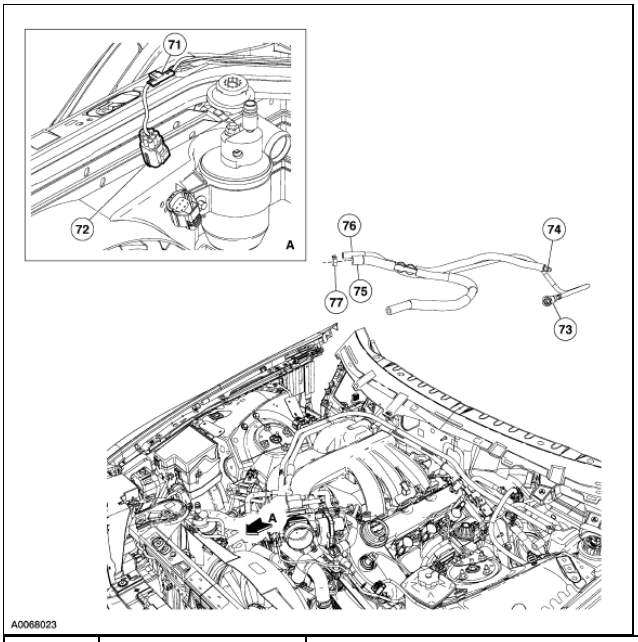
13. Illustration 13 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
61		O-ring seal
62		A/C high pressure tube
63	W520413	A/C high pressure tube mounting nut
64	18C266	Coolant hose

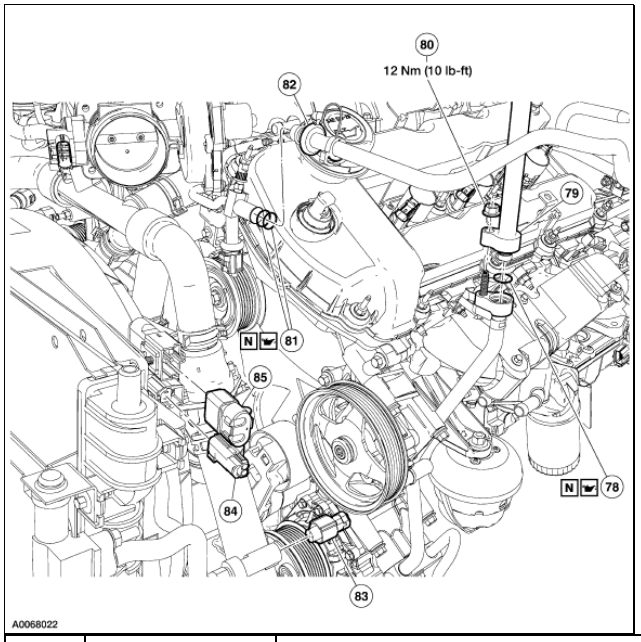
65	18C266	Coolant hose
66	18C266	Coolant hose
67	89066697	Coolant hose
68	15161	Coolant hose clamp
69	89066697	Coolant hose
70	15161	Coolant hose clamp

14. Illustration 14 of 17. Install the components in the order indicated in the following illustration and table.



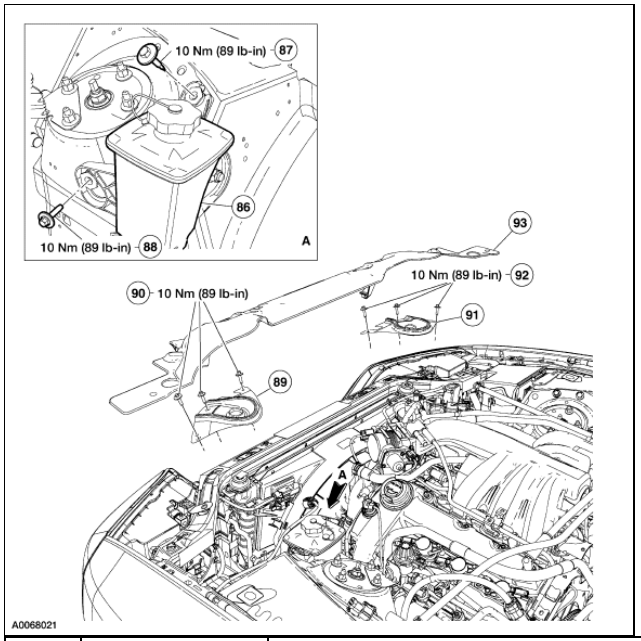
Item	Part Number	Description
71	12A464	Coolant control valve wiring harness
72	14A464	Coolant control valve electrical connector
73	9D289	Vacuum hose quick-connect fitting
74	9C490	Brake booster vacuum hose fitting
75	9C490	Vacuum hose
76	9D289	Vacuum hose
77	382999	Vacuum hose clamp

15. Illustration 15 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
78		O-ring seal
79	190850	A/C manifold tube
80	W520413	A/C manifold nut
81		O-ring seals (2 req'd)
82	9J280	Fuel hose
83	14A464	A/C high pressure switch electrical connector
84	14A464	Electric cooling fan electrical connector
85	14A464	Electric cooling fan electrical connector

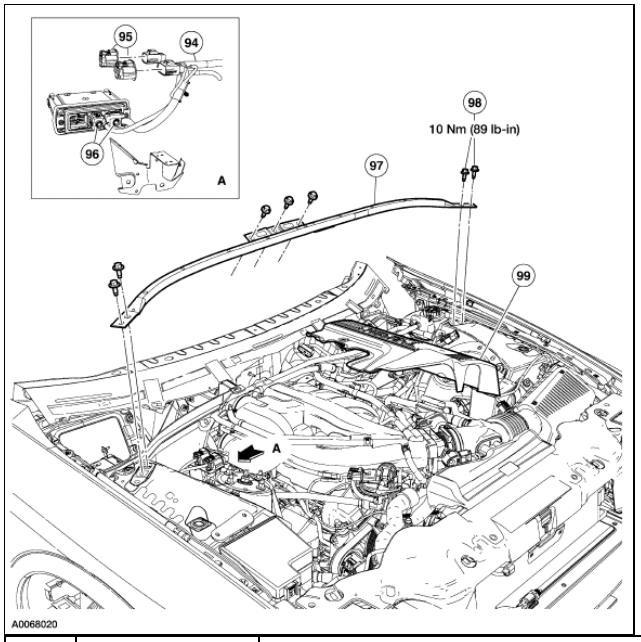
16. Illustration 16 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
86		Power steering reservoir
87		Power steering reservoir mounting bolt

88		Power steering reservoir mounting bolt
89	8226	Radiator upper support bracket (left)
90	N606677	Radiator upper support bracket mounting bolts
91	8226	Radiator upper support bracket (right)
92	N606677	Radiator upper support bracket mounting bolts
93	8C291	Radiator upper sight shield

17. Illustration 17 of 17. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
94	12B637	Engine wiring harness
95	14A464	Engine wiring harness electrical connectors
96	14A464	Powertrain control module electrical connectors
97	3B328	Cross-vehicle support
98	W708009	Cross-vehicle support mounting bolts (7 req'd)
99		Engine appearance cover

18. Install the RH and LH subframe splash shields.

19. Install the front splash shield.

20. Install the RH and LH inner fender splash shields.

21. Install the exhaust system. For additional information, refer to Section 309-00 .

22. Install the drive shaft. For additional information, refer to Section 205-00 .

23. Install the clean air inlet duct. For additional information, refer to Section 412-00 .

24. Charge the A/C system. For additional information, refer to Section 412-00 .

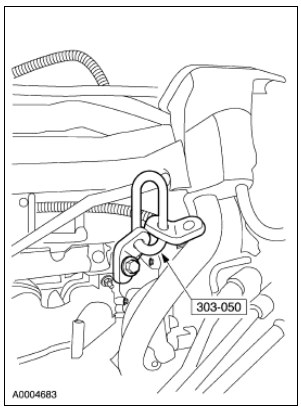
25. Fill and bleed the engine cooling system. For additional information, refer to Section 303-03 .

26. Install the air cleaner assembly. For additional information, refer to Section 303-04A .

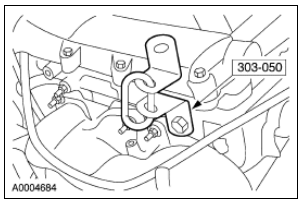
27. Connect the battery ground cable. For additional information, refer to Section 414-00 .

Item 1: Transmission Mounting Bolts Installation Note

1. Install the special tool to the engine as shown.

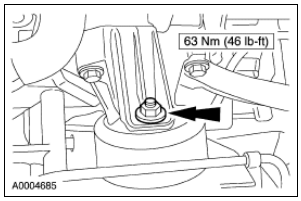


2. Install the special tool to the engine as shown.

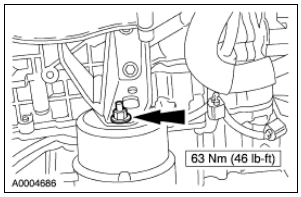


3. Using an engine crane, transfer the engine to the subframe.

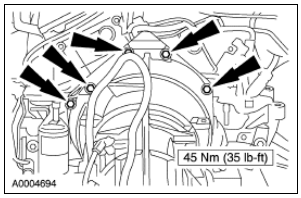
4. Install the LH engine mount nut.



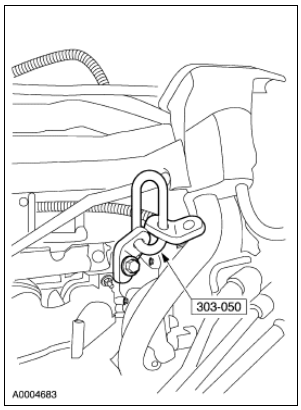
5. Install the RH engine mount nut.



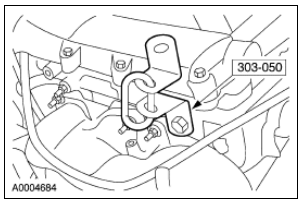
6. Install the transmission to the engine and install the bolts.



7. Remove the special tool.

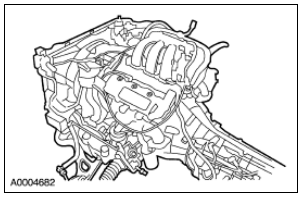


8. Remove the special tool.

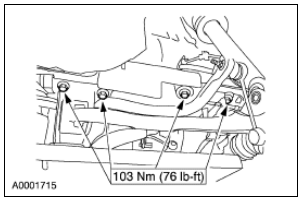


Items 23-29: Subframe and Bolts Installation Note

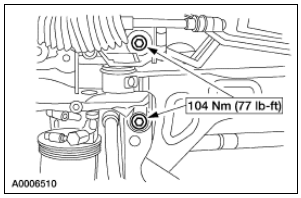
1. Position and carefully raise the entire engine, transmission, cooling and subframe assembly into the vehicle.



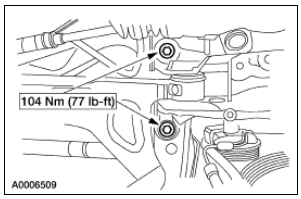
2. Install the crossmember bolts.



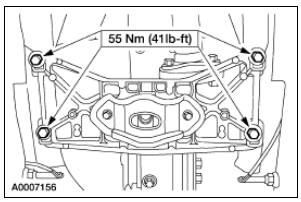
3. Install the RH subframe bolts.



4. Install the LH subframe bolts.



5. Install the transmission support bracket.

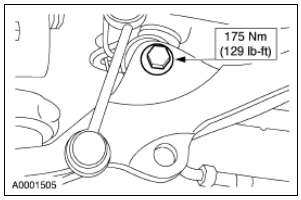


6. Remove the powertrain lift and transmission support bracket.

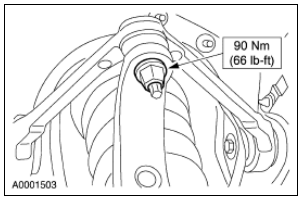
7. Remove the safety stands from the rear of the vehicle.

Items 30-43: Front Suspension and Brake Caliper Installation Note

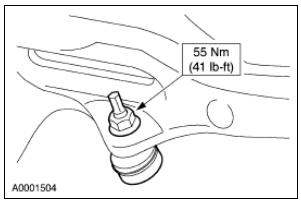
1. Install the lower strut mount bolts.



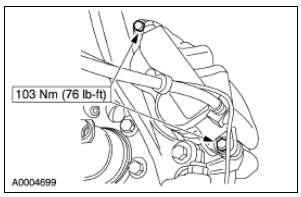
2. Install the upper ball joint nut.



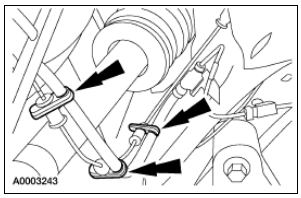
3. Connect the stabilizer link lower mounts and install the nuts.



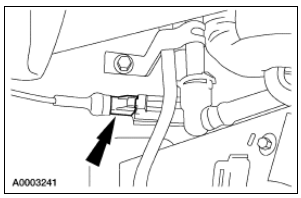
4. Install the front brake calipers.



5. Connect the anti-lock brake sensor harness to the brake hose clips.

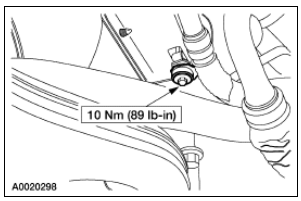


6. Connect the anti-lock brake sensor electrical connector.



Item 44: Power Steering Hose Bracket Installation Note

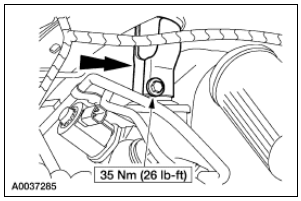
1. Install the power steering hose bracket to the LH frame rail.



Items 45 and 46: Steering Column Intermediate Shaft and Pinch Bolt Installation Note

1. ⚠ **CAUTION: Do not allow the steering wheel to rotate while the steering column intermediate shaft is disconnected or damage to the clockspring can result. If there is evidence that the wheel has rotated, the clockspring must be removed and recentered. For additional information, refer to Section 501-20B .**

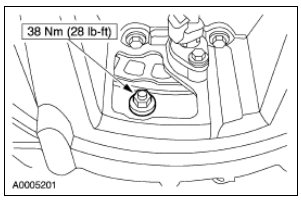
   Connect the intermediate shaft to the steering gear and install the pinch bolt.



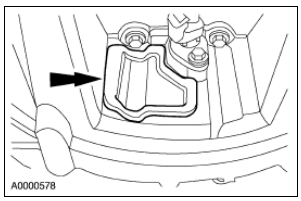
Items 53 and 54: Torque Converter Nuts and Access Cover Installation Note

1. **NOTE:** Align the reference marks made during removal.

Install the nuts.



2. Install the access cover.



Engine Component Location View

Printable View (269 KB)

Left Front View

Right Rear View

Accessory Drive Component Location Index

Printable View (138 KB)

Engine Emission Control Component Location Index Printable View (105 KB)

Printable View (19 KB)

General Specifications

Item	Specification
Lubricants and Sealants	
SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP	WSS-M2C153-H
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B)	WSS-M97B51-A1
Metal Surface Cleaner F4AZ-19A536-RA	WSE-M5B392-A
Silicone Gasket and Sealant F7AZ-19554-EA	WSE-M4G323-A4
Engine	
Displacement	3.9L (238 CID)
Number of cylinders	8
Bore	86 mm (3.386 in)
Stroke	85 mm (3.346 in)
Firing order	1-5-4-2-6-3-7-8
Oil pressure minimum at 400 rpm (engine at normal operating temperature)	413-482 kPa (61-73 psi)
Engine oil capacity (with filter change)	6.5 Liters (6.9 Quarts)
Cylinder Head and Valve Train	
Cylinder head gasket surface flatness	0.08 mm (0.003 in) total
Combustion chamber volume	48.73 ± 2.068-2.018 cc
Valve stem diameter intake	4.9763-4.978 mm (0.196-0.197in)
Valve stem diameter exhaust	4.955-4.970 mm (0.195-0.196 in)
Valve stem-to-guide clearance intake	0.022 mm (0.001 in)
Valve stem-to-guide clearance exhaust	0.030 mm (0.001 in)
Valve head diameter intake	34.9 mm (1.728 in)
Valve head diameter exhaust	30.9 mm (1.216 in)
Valve face runout	0.04 mm (0.002 in)
Valve face angle	45 degrees
Valve seat width intake	1 mm (0.0393 in)
Valve seat width exhaust	2 mm (0.0787 in)
Valve seat angle intake	14 degrees
Valve seat angle exhaust	13 degrees
Camshaft	
Lobe lift intake	9 mm (0.354 in)
Lobe lift exhaust	8.4 mm (0.330 in)
End play	0.100-0.125 mm (0.0003-0.007 in)

Accessory Drive Belt	
Drive belt	6 ribs

Torque Specifications

Description	Nm	lb-ft	lb-in
Intake manifold bolts	25	18	
Throttle body bolts	10		89
Thermostat housing bolts	9		80
EGR valve bolts	25	18	
EGR valve-to-exhaust manifold tube nut	50	37	
Engine compartment brace bolts	9		80
Valve cover bolts	10		89
Fuel line bracket bolt	11	8	
Oil level indicator tube nut	6		53
Power steering pump reservoir upper bolt	6		53
Power steering pump reservoir lower bolt	12	9	
Wiring harness bolts	8		71
Ignition coil bolts	5		44
Coil cover bolts	5		44
Evaporative emission purge valve bracket nuts	10		89
Wiring harness nuts	8		71
Cylinder head bolts	a		
Fresh air box nuts	10		89
Fresh air duct nuts	10		89
Wiring harness bracket bolts	5		44
EGR tube bracket bolts	11	8	
Crankshaft pulley bolt	a		
Idler pulley bolts	25	18	
Engine front cover bolts	a		
Power steering pump bracket bolts	25	18	
Power steering pressure hose nuts	20	15	
Lower radiator hose bolts	10		89
Coolant pump bolts	a		
Coolant pump pulley bolts	a		
Timing chain tensioner bolts	11	8	
Camshaft sprocket bolts	a		
Timing chain guide bolts	11	8	
Timing chain tensioner arm bolts	11	8	
Crankshaft position sensor bolt	10		89
Camshaft bearing cap bolts	a		
Exhaust manifold nuts	25	18	
Exhaust manifold-to-catalytic converter nuts	40	30	

Camshaft position sensor bolt	10		89
Cylinder head temperature sensor	22	16	
Power steering pump bolts	25	18	
Oil filter adapter bolts	25	18	
Oil filter	b		
Oil pan bolts	a		
Oil pump bolts	12	9	
Oil pump screen cover and tube bolts	12	9	
Flexplate spacer nuts	38	28	
Engine mount-to-frame bolts	40	30	
Engine mount bracket-to-cylinder block bolts	46	34	
Oil sump bolts	a		
Knock sensor bolts	20	15	
Oil pan bolts	a		
Heated oxygen sensor bracket bolts	6		53
Generator bolts and nut	a		
Transmission-to-engine bolts	47	35	
Transmission wiring harness nuts	10		89
Power steering hose bracket bolt	10		89
Transmission cooler tube nuts	35	26	
Cowl panel support bracket bolts	9		80
A/C compressor bracket bolts	40	30	
A/C compressor bolts	25	18	
Coolant crossover bolts	10		89
Oil cooler assembly	58	43	
A/C high pressure hose	8		71
Starter bracket nut	10		89
A/C manifold nut	21	15	
Subframe bolts	103	76	
Steering coupling bolt	35	26	
Cooling fan hose bracket bolt	10		89
Lower strut mount bolts	175	129	
Upper ball joint nuts	90	66	
Stabilizer bar link nuts	55	41	
Starter motor wiring harness nut	6		53
Shift cable bracket bolt	10		89
Heater hose bracket bolt	10		89
Ground strap bolt	10		89
Radiator support bracket bolts	10		89
Cylinder block flanged plug oil gallery	110	81	
Water jacket plug	45	33	
M30 cylinder block plugs	50	37	
Radio interference capacitor nuts	6		53
Inlet tube support bracket bolts	10		89

Drive belt tensioner bolt	40	30	

[a] Refer to procedure for staged torque.
[b] Install oil filter until seal makes contact. Tighten an additional 270 degrees.

Engine Printable View (18 KB)

⚠ WARNING: Do not operate the engine with the hood open until the fan blade has been first examined for possible cracks and separation.

The 3.9L (238 CID) is a V-8 engine with the following features:

- Dual overhead camshafts.
- Four valves per cylinder.
- Sequential multiport fuel injection (SFI).
- Aluminum cylinder heads.
- Cast aluminum, 90-degree V-cylinder block.
- Individually chain-driven camshafts with a hydraulic timing chain tensioner on each timing chain.
- Electronic ignition system with eight ignition coils.

Identification

For quick identification refer to the safety certification decal.

- The decal is located on the LH front door lock face panel.
- Find the engine code (letter or number) on the decal, then refer to the Engine Identification Chart to determine engine type and size. For additional information, refer to Section 100-00 .
- The symbol code on the identification tag identifies each engine for determining parts usage; for example, engine displacement in liters or cubic inch displacement and model year.

Engine Code Information

The engine code information label is located on the valve cover. The label contains, among other information:

- the engine calibration number.
- the engine build date.
- the engine plant code.
- the engine code.

Emission Calibration Label

NOTE: The engine codes and the calibration numbers must be used when making inquiries or ordering parts.

The emission calibration number label is located on the LH side door or LH door post pillar. It identifies:

- the engine calibration number.
- the engine code number.
- the revision level.

These numbers are used to determine if parts are unique to specific engines.

Exhaust Emission Control System

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Induction System

The air/fuel mixture needed for burning in the cylinders is provided by the multiport fuel injection (MFI) system. Refer to Section 303-04A or Section 303-04B for additional information.

Fuel is:

- supplied from the fuel tank by the fuel pump.
- regulated by the fuel pressure sensor.
- delivered to the injector supply manifold.

A dual damper has been added to reduce pressure fluctuations caused by the fuel injectors.

Crankshaft

The crankshaft is supported on the bottom of the cylinder block by five steel-backed, over-plated, aluminum crankshaft main bearings.

To provide smooth engine operation, the piston crankpins are positioned to provide a power impulse every 90 degrees of crankshaft rotation. The spacing provides smooth and quiet operation.

Camshafts

The camshafts:

- are arranged in pairs, one each (intake and exhaust) on each cylinder head.
- are synchronized through a secondary timing chain.
- depress the direct acting mechanical tappets to actuate the valves.

Valve Train

The valves are actuated by a direct acting mechanical bucket and shim. The direct acting mechanical tappets and shims:

- provide lash adjustment through a shim selected by thickness.
- ride on the camshaft lobes.

Crankcase Ventilation System

The engine is equipped with a closed-type crankcase ventilation system which recycles the crankcase vapors to the throttle body.

Engine Lubrication System

The engine lubrication system is of the force-feed type in which oil is supplied under full pressure to the:

- crankshaft main bearings.
- crankshaft thrust main bearing.
- connecting rod bearings.
- oil galleys.

Oil Pump

The rotary spur oil pump develops the oil pressure.

- The oil pump is bolted to the front of the cylinder block.

- The oil pump is rotated by the crankshaft.
- A full flow oil filter is externally mounted on the upper sump.

If the filter element becomes blocked, a spring-loaded bypass valve opens to allow uninterrupted flow of oil to the engine.

Engine Cooling System

The engine is liquid-cooled:

- by a centrifugal coolant pump driven by the drive belt.
- a thermostat is used to restrict coolant flow until the engine reaches normal operating temperature.

Drive Belt System

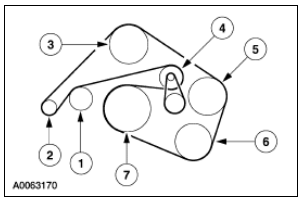
Accessories mounted on the front of the engine are belt-driven by the crankshaft and an automatically tensioned serpentine drive belt is routed over the following components:

- coolant pump.
- A/C compressor.
- generator (GEN).
- drive belt tensioner.
- drive belt idler pulley.
- crankshaft pulley.
- power steering pump.

Accessory Drive

Printable View (23 KB)

Component Locations 3.9L



Item	Part Number	Description
1	19A216	Belt idler pulley unflanged
2	10A352	Generator pulley
3	8509	Water pump pulley
4	6B209	Drive belt tensioner
5	3D673	Power steering pump pulley
6	19D748	A/C clutch pulley
7	6316	Crankshaft vibration damper

The accessory drive:

- has a single serpentine drive belt (six ribs).
- has an automatic tensioner.
- is not adjustable.

Engine Emission Control

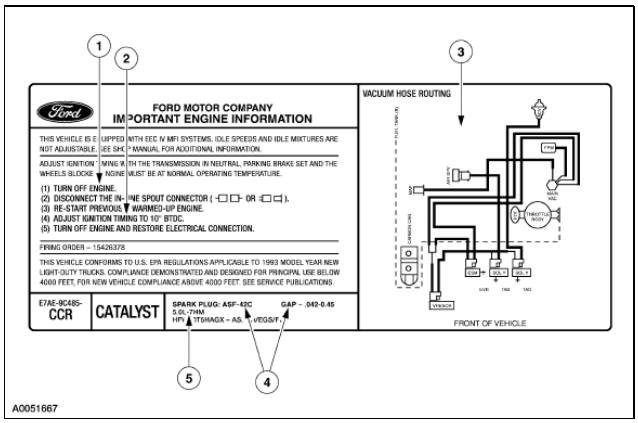
Printable View (62 KB)

⚠ CAUTION: Do not remove any part of the engine emission control system. Operating the engine without the engine emission control system will reduce fuel economy and engine ventilation. This will weaken engine performance and shorten engine life.

The engine emission control consists of the:

- exhaust gas recirculation (EGR) system.

Typical Vehicle Emission Control Information (VECI) Decal



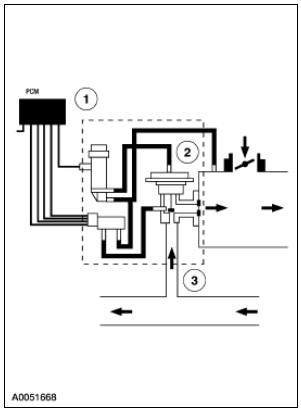
Item	Part Number	Description
1		Adjustment procedure notes
2		Ignition timing specifications
3		Engine vacuum hose routing (typical)
4		Spark plug gap specifications
5		Engine type

The Vehicle Emission Control Information (VECI) decal shows:

- the components of the emission control system.
- the correct vacuum hose routing.

For additional information, refer to Section 100-00 .

EGR System Components



Item	Part Number	Description
1	12A650	Powertrain control module
2	9Y456	EGR system module
3	9D477	EGR valve to exhaust manifold tube

The EGR system returns a portion of the exhaust gas to the intake manifold to reduce the combustion temperature. This results in lower nitrous oxide formation.

The powertrain control module (PCM) controls the EGR vacuum regulator solenoid. The EGR vacuum regulator solenoid controls the vacuum to the EGR valve. When the EGR valve opens, exhaust gas flows to the intake manifold. The EGR transducer measures the flow through the EGR valve to the exhaust manifold tube and sends a signal to the powertrain control module.

The EGR system module to exhaust manifold tube:

- connects the exhaust manifold to the EGR valve.

The EGR system module transducer:

- monitors the EGR system module flow rate through the EGR to exhaust manifold tube.
- sends an EGR system module flow rate signal to the powertrain control module.

The EGR vacuum regulator solenoid uses input from the powertrain control module to change the EGR system module operation.

Engine Printable View (7 KB)

Refer to Section 303-00 .

Accessory Drive

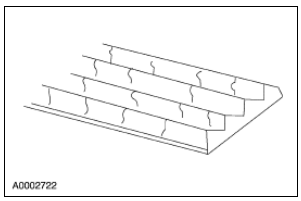
Printable View (47 KB)

Inspection and Verification

1. Verify customer concern by running the engine.
2. Inspect the drive belt for chunking, fraying, wear, and pilling.
3. Check the drive belt for correct routing.

Drive Belt Cracking/Chunking/Wear

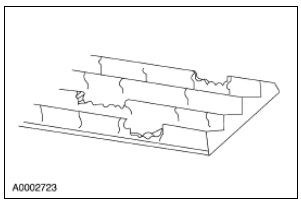
V-Ribbed Serpentine Drive Belt With Cracks Across Ribs



The accessory drive:

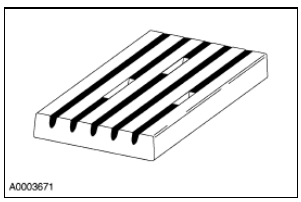
- has a single serpentine drive belt.
- has an automatic drive belt tensioner.
- does not require adjustment.

V- Ribbed Belt With Chunks of Rib Missing



V- Ribbed Belt With Piling

NOTE: Piling is an excessive buildup in the V- grooves of the belt.



Symptom Chart

Symptom Chart

Component Tests

Drive Belt Noise/Flutter

Drive belt chirp occurs due to pulley misalignment or excessive pulley runout. It can be the result of a damaged pulley or an incorrectly aligned pulley.

To correct, determine the area where the noise comes from. Check each of the pulleys in that area with a straightedge to the crankshaft pulley. Look for accessory pulleys out of position in the fore/aft direction or at an angle to the straightedge.

NOTE: Do not apply any fluids or belt dressing to the belt or pulleys.

Drive belt squeal is an intermittent noise that occurs when the drive belt slips on a pulley during certain conditions, such as: engine startup, rapid engine acceleration, A/C clutch engagement, 1-2 shift and power steering loading.

Drive belt squeal can occur under certain conditions:

- if the A/C discharge pressure goes above specifications:
  - ♦ the A/C system is overcharged.
  - ♦ the A/C condenser core airflow is blocked.
- if the A/C OFF equalized pressure (the common discharged and suction pressure that occurs after several minutes) exceeds specifications.
- if any of the accessories are damaged, have a worn or damaged bearing, or internal torsional resistance above normal. All accessories should be rotatable by hand in the unloaded condition. If not, inspect the accessory.
- if fluid gets on the drive belt. This includes power steering fluid, engine coolant, engine oil or air conditioning system lubricant. If excessive fluid does get on the drive belt during repair, install a new drive belt.
- if the drive belt is too long. A drive belt that is too long will allow the drive belt tensioner arm to go all the way to the arm travel stop under certain load conditions, which will release tension to the drive belt. If the drive belt tensioner indicator is outside the normal installation wear range window, install a new drive belt.
- **NOTE:** The drive belt tensioner arm should rotate freely without binding.

  Install a new drive belt tensioner if the drive belt tensioner is worn or damaged.

Belt Tension

NOTE: Drive belt tension is not adjustable.

The drive belt tensioner automatically adjusts drive belt tension.

Belt Tensioner, Automatic

Check the automatic drive belt tensioner:

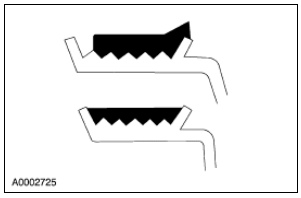
1. With the engine off, check for correct drive belt routing. For additional information, refer to Accessory Drive Belt, Tensioner and Pulley in this section. Repair as necessary.

2. Rotate the drive belt tensioner and check for a binding or frozen condition. Install new components as necessary.

Drive Belt Misalignment

⚠ CAUTION: Incorrect drive belt installation will cause excessive drive belt wear and can cause the drive belt to come off the drive pulleys.

Non-standard drive belts can track differently or incorrectly. If a drive belt tracks incorrectly, install a new drive belt to avoid performance failure or loss of the drive belt.



With the engine running, check drive belt tracking. If the edge of the drive belt rides beyond the edge of the pulleys, noise and premature wear can occur. Make sure the drive belt rides correctly on the pulley. If a drive belt tracking condition exists, proceed with the following:

- Visually check the drive belt tensioner for damage, especially the mounting pad surface. If the drive belt tensioner is not installed correctly, the mounting surface pad will be out of position. This will result in chirp and squeal noises.
- With the engine running, visually observe the grooves in the pulleys (not the pulley flanges or the pulley forward faces) for excessive wobble. Install new components as necessary.
- Check all accessories, mounting brackets and the drive belt tensioner for any interference that would prevent the component from mounting correctly. Correct any interference condition and recheck the drive belt tracking.
- Tighten all accessories, mounting brackets, and drive belt tensioner retaining hardware to specification. Recheck the drive belt tracking.

Engine Emission Control

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Valve Clearance Check

Printable View (34 KB)

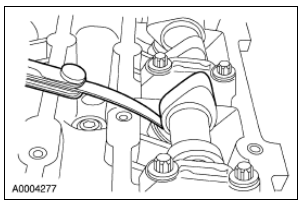
1. Remove the valve covers. For additional information, refer to Valve Cover LH or Valve Cover RH in this section.

2. Remove the spark plugs.

3. **NOTE:** The engine will have to be rotated with the crankshaft pulley bolt to bring each valve to base circle.

   NOTE: The valve clearance must be measured with the camshaft at base circle.

   Measure and record all valve clearances.



4. If the valve clearances are out of specification, refer to Valve Clearance Adjustment in this section.

5. To assemble, reverse the inspection procedure.

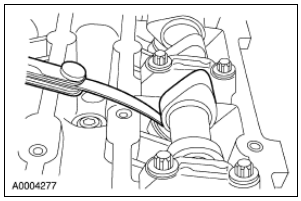
Valve Clearance Adjustment

Printable View (42 KB)

1. Remove the timing chains. For additional information, refer to Timing Drive Components in this section.

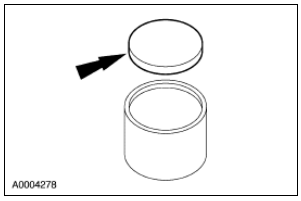
2. **NOTE:** Measure each valve clearance at base circle before removing the camshafts. The shims are not repairable with the camshafts in place. Failure to measure all clearances prior to removing the camshafts will cause unnecessary repetition of the procedure.

   Use a feeler gauge to measure each valve clearance and record its location.



3. Remove the camshafts. For additional information, refer to Camshaft, Valve Springs and Valve Seals in this section.

4. Remove the shims.



5. **NOTE:** The shims are marked for thickness; example: 2.22 mm = 222 on shim.

   NOTE: The corrected shims allow the following valve clearances.

   - Intake valve clearance: 0.18-0.22 mm (0.00709-0.00866 in)
   - Exhaust valve clearance: 0.33-0.38 mm (0.0128-0.0148 in)

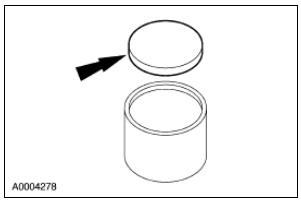
   NOTE: A midrange clearance is the most desirable:

   - Intake: 0.20 mm (0.00787 in)
   - Exhaust: 0.35 mm (0.014 in)

   NOTE: Select shims using this formula: required shim thickness = measured clearance plus the base shim thickness minus most desirable clearance.

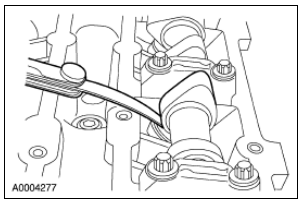
   Select shims and mark the installation location.

6. Install new shims.



7. Install the camshaft. For additional information, refer to Camshaft, Valve Springs and Valve Seals in this section.

8. Measure the new valve clearances.



9. Install the timing chains. For additional information, refer to Timing Drive Components in this section.

Accessory Drive Belt, Tensioner and Pulley

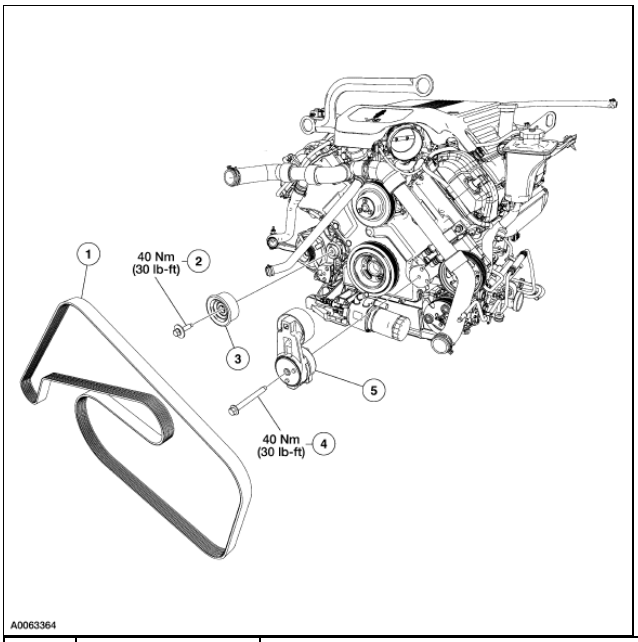
Printable View (132 KB)

1. To remove individual components, carry out only the listed steps.

Component	Steps
Accessory drive belt	1
Accessory drive belt idler pulley	1-3
Accessory drive belt tensioner	1, 4-5

2. Remove the components in the order indicated in the following illustration and table.

3. To install, reverse the removal procedure.



Item	Part Number	Description
1	8620	Accessory drive belt
2	N808102	Accessory drive belt idler pulley mounting bolt
3	8678	Accessory drive belt idler pulley
4	W500329	Accessory drive belt tensioner mounting bolts
5	6B209	Accessory drive belt tensioner

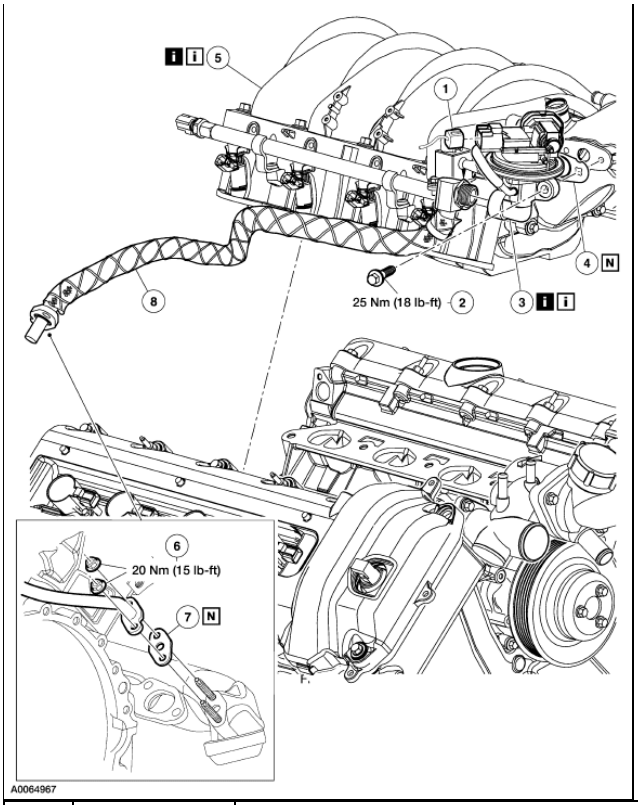
Exhaust Gas Recirculation (EGR) Valve

Printable View (318 KB)

1. Remove the engine appearance cover.
2. To remove individual components, carry out only the individual steps.

Component	Steps
Exhaust gas recirculation (EGR) system module	1-4
Exhaust manifold tube-to-EGR system module	1-8

3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.

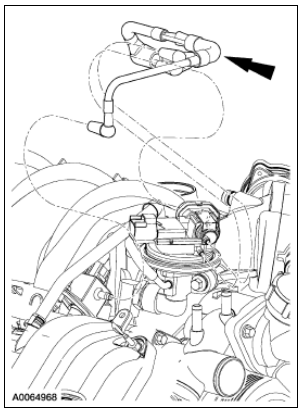


Item	Part Number	Description
1	12B637	EGR system module electrical connector
2	W701232	EGR bolts (2 req'd)
3	9Y456	EGR system module Removal Note
3	9Y456	EGR system module Installation Note
4	9D476	EGR system module gasket
5	9424	Intake manifold assembly Removal Note

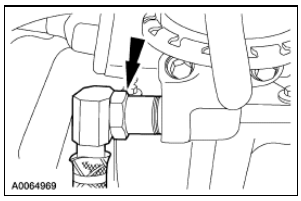
5	9424	Intake manifold assembly Installation Note
6	9D477	EGR system module-to-exhaust manifold tube flange nuts (2 req'd)
7	9D477	EGR system module-to-exhaust manifold tube gasket
8	9D477	EGR system module-to-exhaust manifold tube

Item 3: EGR System Module Removal Note

1. Remove the vacuum harness.



2. Disconnect the EGR system module-to-exhaust manifold tube from the EGR system module.



Item 5: Intake Manifold Removal Note

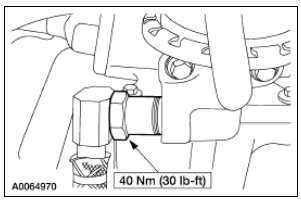
1. Remove the intake manifold. For additional information, refer to Intake Manifold in this section.

Item 5: Intake Manifold Installation Note

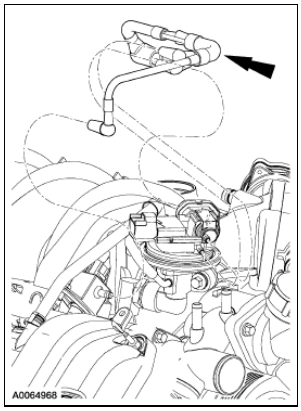
1. Install the intake manifold. For additional information, refer to Intake Manifold in this section.

Item 3: EGR System Module Installation Note

1. Connect the EGR system module-to-exhaust manifold tube to the EGR system module.



2. Install the vacuum harness.


A0064968

Intake Manifold

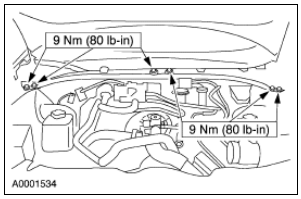
Printable View (896 KB)

Material

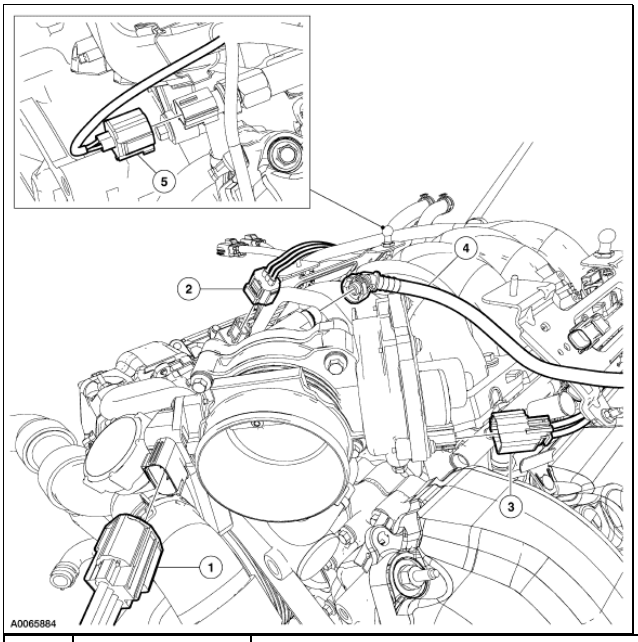
Item	Specification
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04B .
3. **CAUTION: The coolant drain procedure must be followed exactly or damage to the engine can occur.**

   Drain the engine cooling system. For additional information, refer to Section 303-03 .
4. Remove the cowl vent screen. For additional information, refer to Section 501-01 .
5. Remove the engine compartment brace.

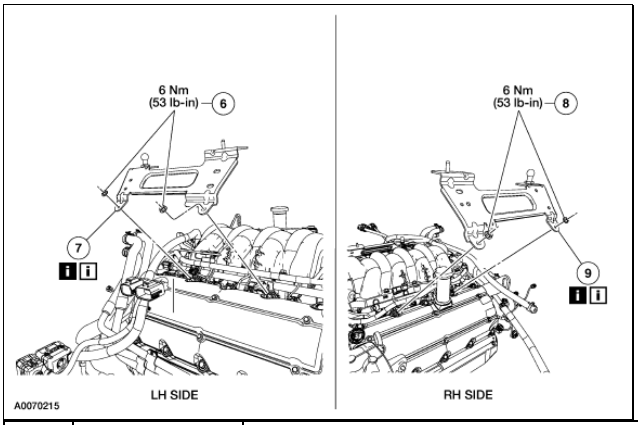


6. Disconnect the fuel line. For additional information, refer to Section 310-00 .
7. Remove the exhaust gas recirculation (EGR) system module. For additional information, refer to Exhaust Gas Recirculation (EGR) Valve in this section.
8. Illustration 1 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	12B637	Throttle position sensor (TPS) electrical connector
2	12B637	Fuel pressure sensor electrical connector
3	12B637	Throttle plate motor electrical connector
4	9D289	Vapor management valve (VMV) purge hose
5	12B637	Fuel rail temperature sensor electrical connector

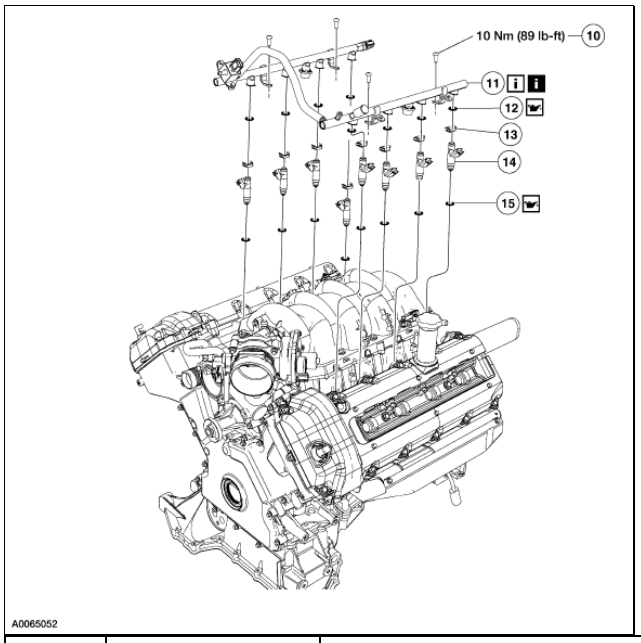
9. Illustration 2 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
6	W520411	RH engine appearance cover support bracket nuts (2 req'd)
7	129723	RH engine appearance cover support bracket Removal Note
7	129723	RH engine appearance cover support bracket Installation Note
8	W520411	LH engine appearance cover support bracket nuts (2 req'd)
9	129723	

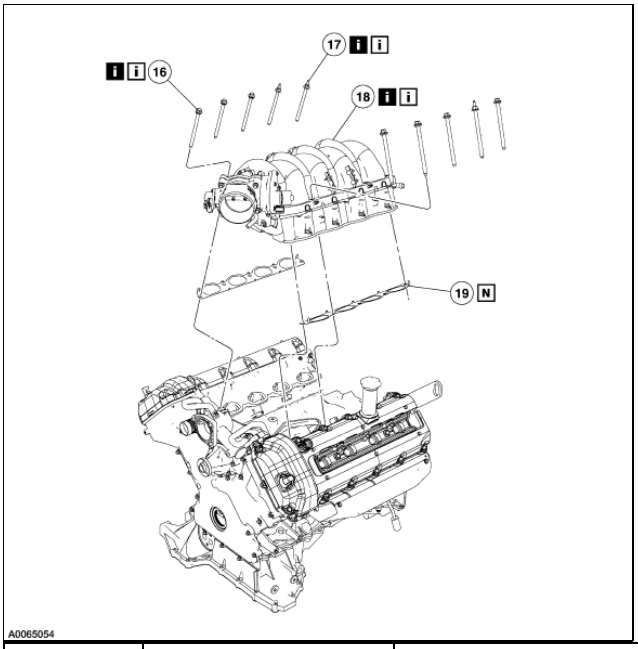
		LH engine appearance cover support bracket Removal Note
9	129723	LH engine appearance cover support bracket Installation Note

10. Illustration 3 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
10		Fuel charge manifold bolts (4 req'd)
11		Fuel charge manifold Removal Note
11		Fuel charge manifold Installation Note
12		Fuel injector anti-rotation clips (8 req'd)
13		Fuel injector O-ring seals (8 req'd)
14		Fuel injectors (8 req'd)
15		Fuel injector O-ring seals (8 req'd)

11. Illustration 4 of 4. Remove the components in the order indicated in the following illustration and table.



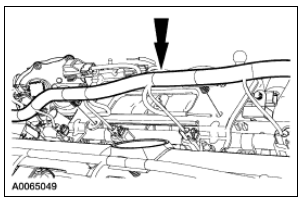
Item	Part Number	Description
16	W704916	Intake manifold bolts (7 req'd) Removal Note
16	W704916	Intake manifold bolts (7 req'd) Installation Note
17	W708238	Intake manifold studs (3 req'd) Removal Note
17	W708238	Intake manifold studs (3 req'd) Installation Note
18	9424	Intake manifold Removal Note
18	9424	Intake manifold Installation Note
19		Intake manifold gaskets

12. To install, reverse the removal procedure.

Items 7 and 9: Engine Appearance Cover Support Bracket Removal Note

1. **NOTE:** LH is shown, RH is similar.

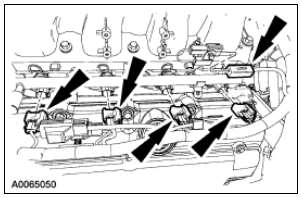
   Disconnect the engine wiring harness retainers from the engine appearance cover support bracket.



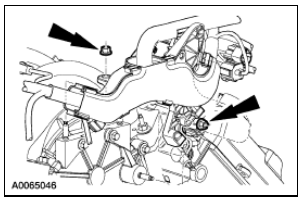
Item 11: Fuel Charge Manifold Removal Note

1. **NOTE:** LH is shown, RH is similar.

   Disconnect the fuel injector and RFI suppressor electrical connectors

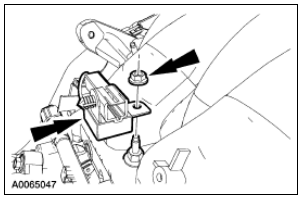


2. Remove the nuts and the engine wiring harness retainer and position aside.



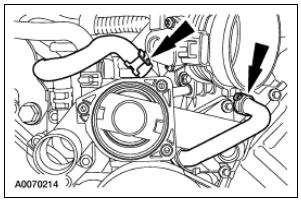
3. **NOTE:** RH is shown, LH is similar.

   Remove the nut and the RFI suppressor.



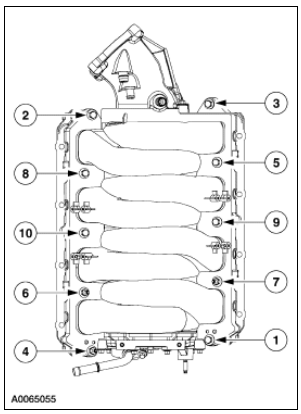
Items 16, 17, and 18: Intake Manifold Removal Note

1. Disconnect the throttle body heater hoses.



2. **NOTE:** The throttle body and adapter are shown removed for clarity. It is not necessary to remove the throttle body and adapter to remove the intake manifold.

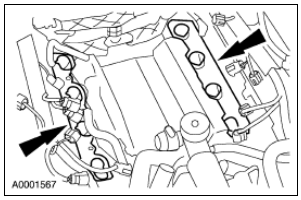
   Remove the bolts and studs in the sequence shown.



3. Remove the intake manifold.

4. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs, or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to clean the surfaces.**

   Clean the sealing surfaces.

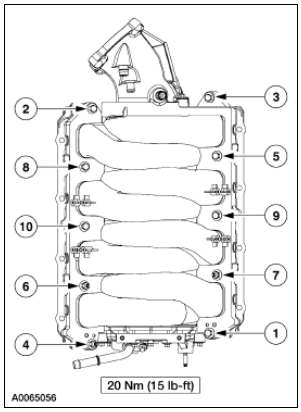


Items 16, 17, and 18: Intake Manifold Installation Note

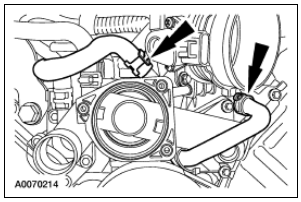
1. Install new intake manifold gaskets.

2. **NOTE:** The throttle body and adapter are shown removed for clarity. It is not necessary to remove the throttle body and adapter to remove the intake manifold.

   Install the intake manifold and tighten the bolts in the sequence shown.



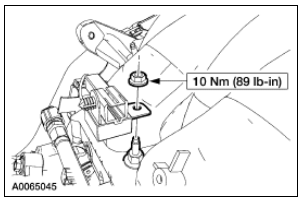
3. Connect the throttle body heater hoses.



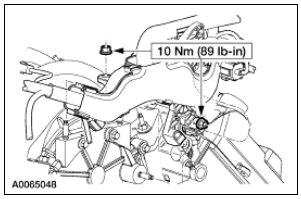
Item 11: Fuel Charge Manifold Installation Note

1. **NOTE:** RH is shown, LH is similar.

   Install the RFI suppressor and the nut.

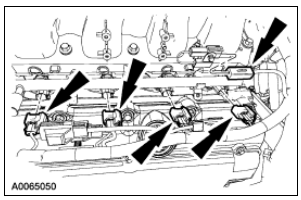


2. Install the engine wiring harness retainer and the nuts.



3. **NOTE:** LH is shown, RH is similar.

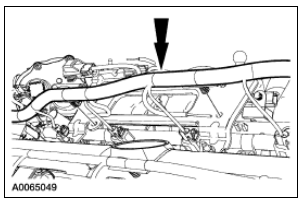
   Connect the fuel injector and RFI suppressor electrical connectors



Item 7 and 9: Engine Appearance Cover Support Bracket Installation Note

1. **NOTE:** LH is shown, RH is similar.

   Connect the engine wiring harness retainers to the engine appearance cover support bracket.



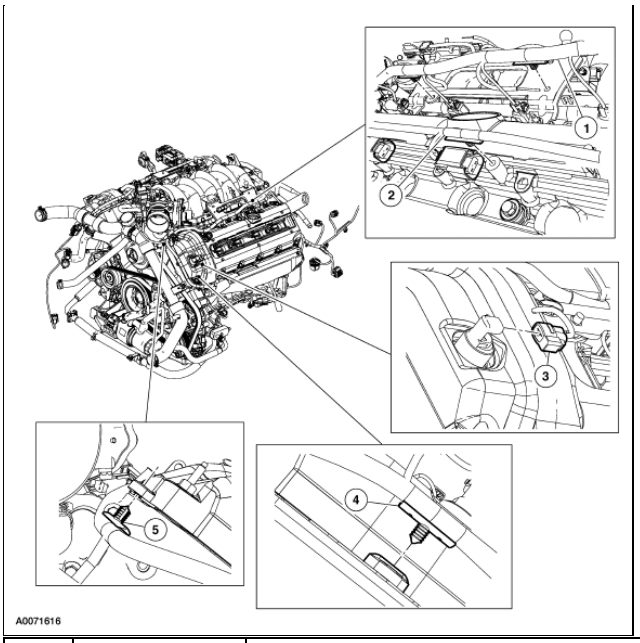
Valve Cover LH

Printable View (694 KB)

Material

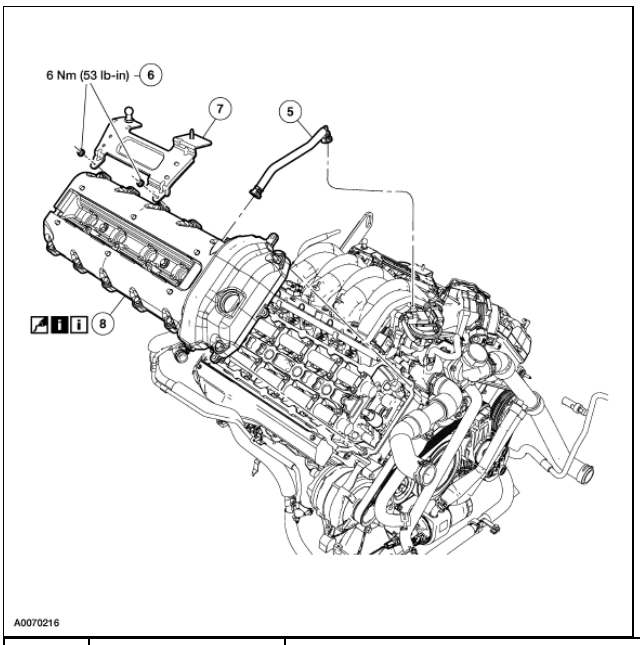
Item	Specification
Silicone Gasket and Sealant F7AZ-19554-EA (in Canada CXC-111-B) or equivalent	WSE-M4G323-A4
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A

1. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04B .
2. Remove the LH ignition coils. For additional information, refer to Section 303-04B .
3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	6A005	Engine wiring harness retainer
2	6A005	Engine wiring harness retainer
3	6754	Variable cam timing (VCT) sensor electrical connector
4	6A005	Engine wiring harness retainer
5	6A005	Engine wiring harness retainer

4. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



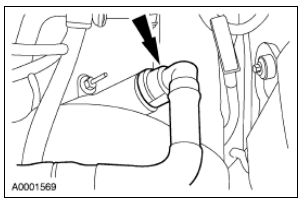
Item	Part Number	Description
6	6A005	Engine wiring harness bracket nuts (2 req'd)
7	6754	Engine wiring harness bracket
8	6582	LH valve cover Removal Note
8	6582	LH valve cover Installation Note

5. To install, reverse the removal procedure.

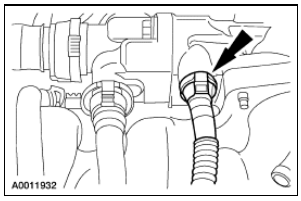
Item 8: LH Valve Cover Removal Note

1. ⚠ **CAUTION: To disconnect the Norma fitting, squeeze the tabs and pull straight out or damage to the fitting can occur.**

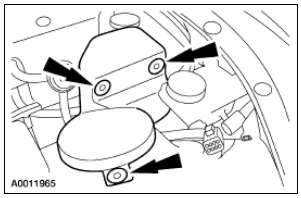
   Disconnect the crankcase ventilation tube.



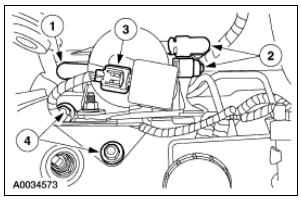
2. Disconnect the evaporative emission canister purge valve hose.



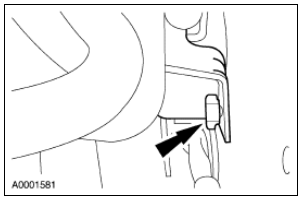
3. Remove the vapor management valve (VMV) cover.



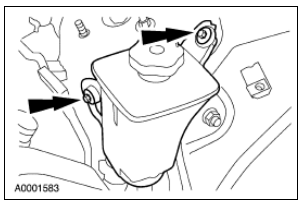
4. Remove the VMV.
    1. Disconnect the vacuum hose.
    2. Disconnect the purge hose.
    3. Disconnect the electrical connector and the push pin.
    4. Remove the nuts and the valve.



5. Remove the fuel hose bracket bolt from the LH shock tower.



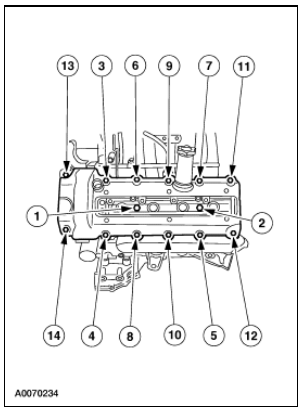
6. Loosen the bolts and position the power steering pump reservoir aside.



7. **NOTE:** The valve cover bolts are not to be removed from the valve cover.

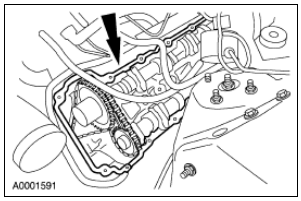
   Remove the LH valve cover.

   - Loosen the bolts in the sequence shown.

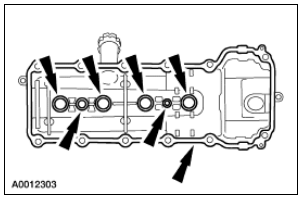


8. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.**

   Clean the sealing surfaces.



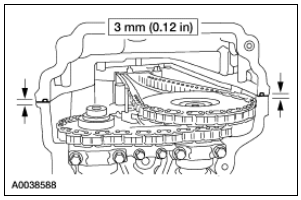
9. Install new gaskets.



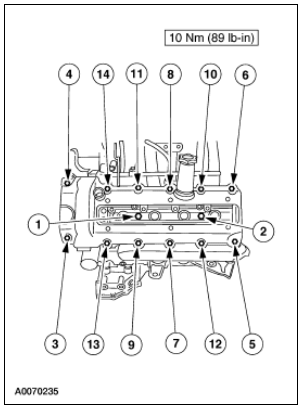
Item 8: LH Valve Cover Installation Note

1. **NOTE:** If the valve cover is not secured within four minutes of sealant application the sealant must be removed and the sealing area cleaned with metal surface cleaner. Allow to dry until there is no sign of wetness, or four minutes, which ever is longer. Failure to follow this procedure can cause future oil leakage.

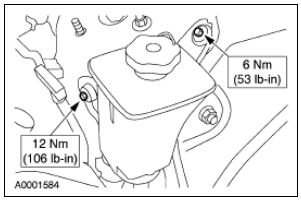
   Apply two beads of silicone gasket and sealant as shown.



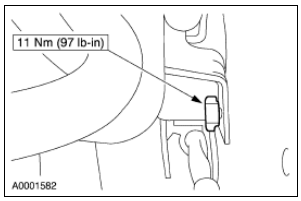
2. Install the LH valve cover.
   - Position the valve cover and tighten the bolts in the sequence shown.



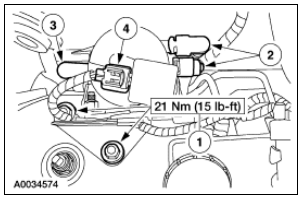
3. Install the power steering pump reservoir.



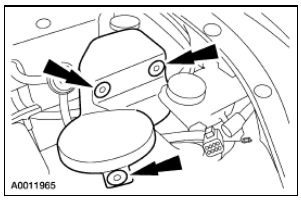
4. Install the fuel hose bracket bolt.



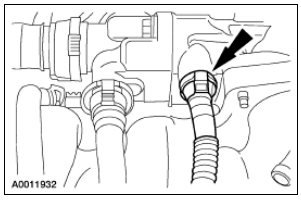
5. Install the VMV.
    1. Install the nuts.
    2. Connect the purge hose.
    3. Connect the vacuum hose.
    4. Connect the electrical connector and wiring harness push pin.



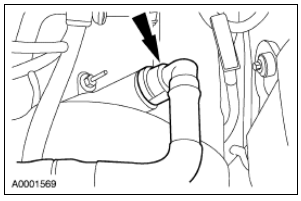
6. Install the VMV cover.



7. Connect the hose.



8. Connect the crankcase ventilation tube.



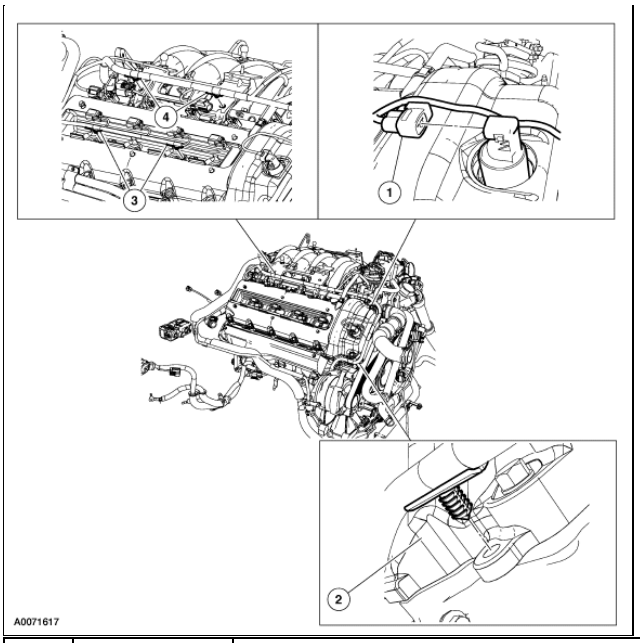
Valve Cover RH

Printable View (475 KB)

Material

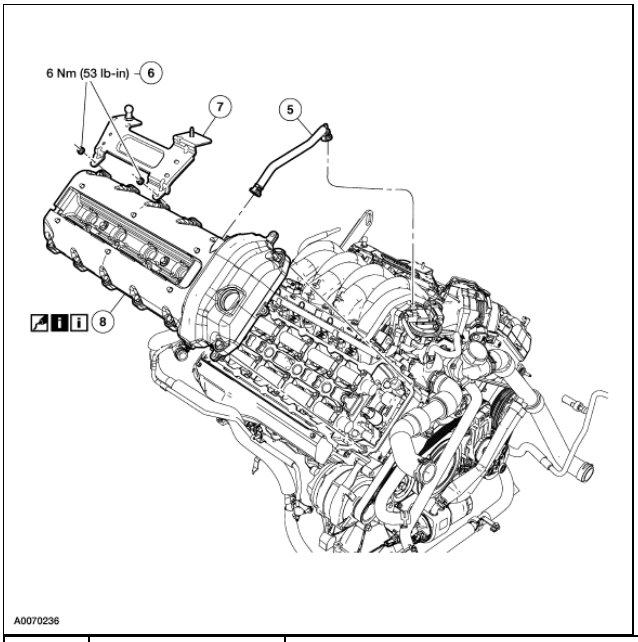
Item	Specification
Silicone Gasket and Sealant F7AZ-19554-EA (in Canada CXC-111-B) or equivalent	WSE-M4G323-A4
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A

1. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04B .
2. Remove the RH ignition coils. For additional information, refer to Section 303-04B .
3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Variable cam timing (VCT) sensor electrical connector (part of 12B637)
2		Engine wiring harness retainer (part of 12B637)
3		Engine wiring harness retainer (part of 12B637)
4		Engine wiring harness retainer (part of 12B637)

4. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.

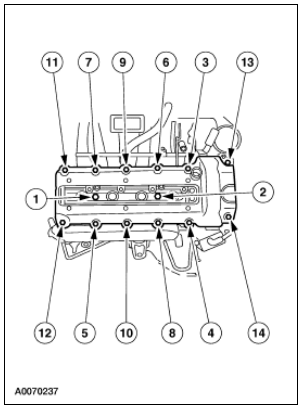


Item	Part Number	Description
5	6C342	Crankcase ventilation hose
6	W520411	Engine wiring harness bracket nuts (2 req'd)
7	129723	Engine wiring harness bracket
8	6582	RH valve cover Removal Note
8	6582	RH valve cover Installation Note

5. To install, reverse the removal procedure.

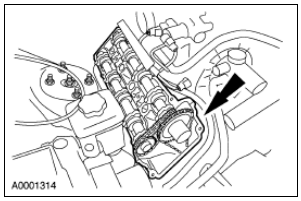
Item 8: RH Valve Cover Removal Note

1. Remove the RH valve cover.
   - Loosen the bolts in the sequence shown.

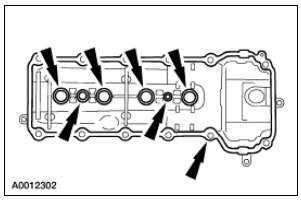


2. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.**

   Clean the sealing surfaces.



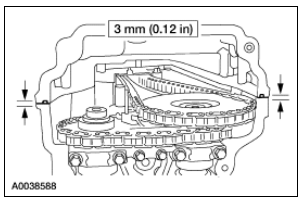
3. Inspect and install new gaskets as necessary.



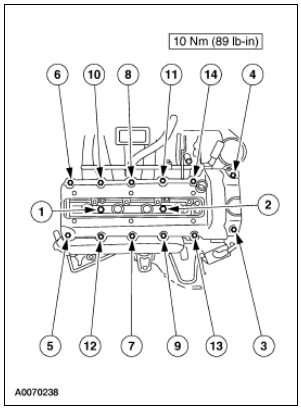
Item 8: RH Valve Cover Installation Note

1. **NOTE:** If the valve cover is not secured within four minutes of sealant application the sealant must be removed and the sealing area cleaned with metal surface cleaner. Allow to dry until there is no sign of wetness, or four minutes, which ever is longer. Failure to follow this procedure can cause future oil leakage.

   Apply two beads of silicone gasket and sealant as shown.



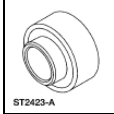
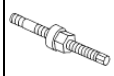
2. Install the RH valve cover.
   - Tighten the bolts in the sequence shown.



Crankshaft Pulley and Crankshaft Seal

Printable View (277 KB)

Special Tool(s)

ST1385-A	Remover, Oil Seal 303-409 (T92C-6700-CH)
 ST2423-A	Installer, Crankshaft Front Oil Seal 303-646
ST1286-A	Remover, Crankshaft Vibration Damper 303-009 (T58P-6316-D)
 ST1287-A	Installer, Crankshaft Vibration Damper 303-102 (T74P-6316-B)

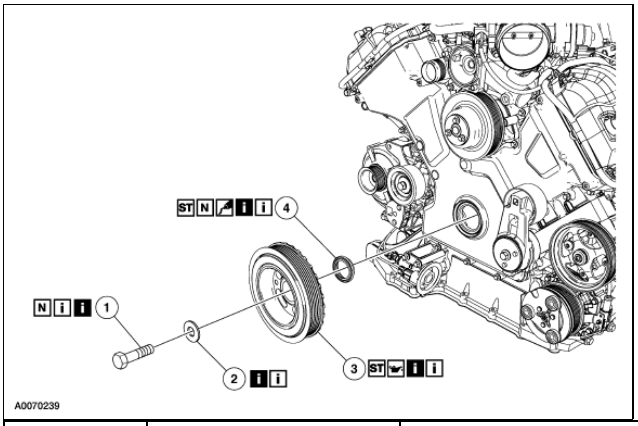
Material

Item	Specification
Silicone Gasket and Sealant F7AZ-19554-EA (in Canada CXC-111-A) or equivalent	WSE-M4G323-A4

1. Remove the cooling fan assembly. For additional information, refer to Section 303-03 .
2. Remove the accessory drive belt. For additional information, refer to Accessory Drive Belt, Tensioner and Pulley in this section.
3. Remove the oil cooler. For additional information, refer to Oil Cooler in this section.
4. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Crankshaft pulley	1-2
Front crankshaft seal	1-3

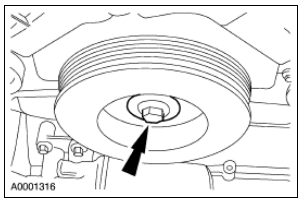
5. To install, reverse the removal procedure.



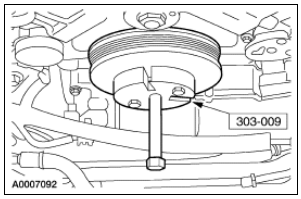
Item	Part Number	Description
1	W705542	Crankshaft pulley bolt Removal Note
1	W705542	Crankshaft pulley bolt Installation Note
2	W704965	Crankshaft pulley bolt washer Removal Note
2	W704965	Crankshaft pulley bolt washer Installation Note
3	6316	Crankshaft pulley Removal Note
3	6316	Crankshaft pulley Installation Note
4		Crankshaft front seal Removal Note
4		Crankshaft front seal Installation Note

Items 1-3: Crankshaft Pulley, Bolt and Washer Removal Note

1. Remove and discard the bolt.

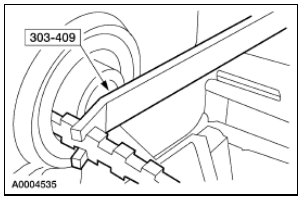


2. Using the special tool, remove the crankshaft pulley.



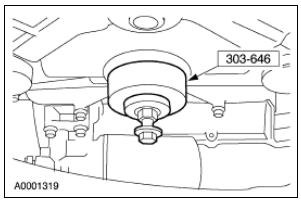
Item 4: Front Crankshaft Seal Removal Note

1. Using the special tool, remove the front crankshaft seal.
    - Discard the seal.



Item 4: Front Crankshaft Seal Installation Note

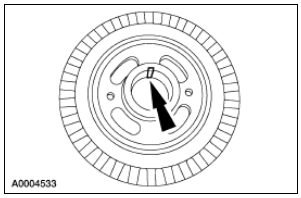
1. Using the special tool, install a new front crankshaft seal.



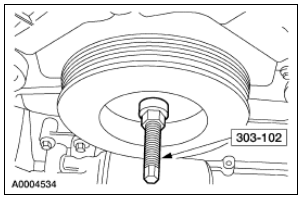
Items 1-3: Crankshaft Pulley, Bolt and Washer Installation Note

1. **NOTE:** If crankshaft pulley is not secured within four minutes of sealant application the sealant must be removed and the sealing area cleaned with metal surface cleaner. Allow to dry until there is no sign of wetness, or four minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

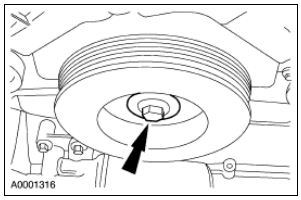
   Apply a bead of silicone gasket and sealant to the keyway.



2. Using the special tool, install the crankshaft pulley.



3. Install a new bolt and tighten in four stages.
   - Stage 1: Tighten to 80 Nm (59 lb-ft).
   - Stage 2: Loosen the bolt two complete turns.
   - Stage 3: Tighten to 50 Nm (37 lb-ft).
   - Stage 4: Tighten an additional 90 degrees.



Engine Front Cover

Printable View (692 KB)

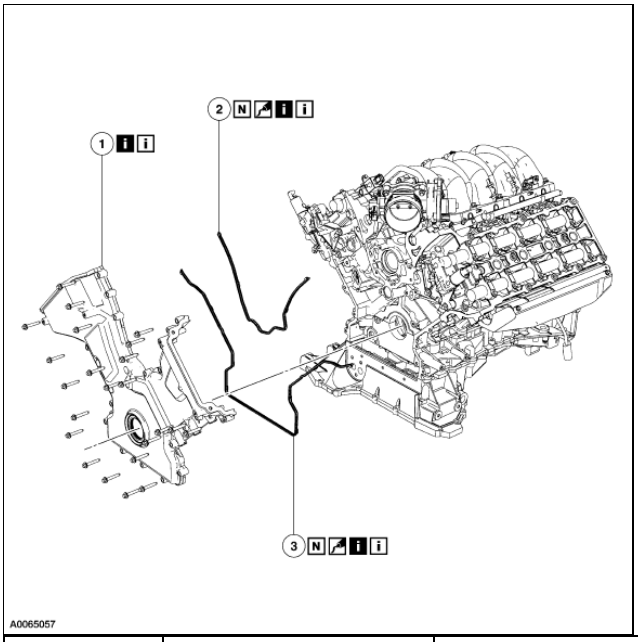
Material

Item	Specification
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A
Silicone Gasket and Sealant F7AZ-19554-EA (in Canada CXC-111-B) or equivalent	WSE-M4G323-A4

1. **CAUTION: The cooling system filling and bleeding procedure must be followed exactly or damage to the engine can occur.**

   Drain the engine cooling system. For additional information, refer to Section 303-03 .

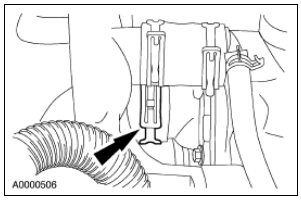
2. Drain the engine oil.
3. Remove the LH valve cover. For additional information, refer to Valve Cover LH in this section.
4. Remove the RH valve cover. For additional information, refer to Valve Cover RH in this section.
5. Remove the engine cooling fan assembly. For additional information, refer to Section 303-03 .
6. Remove the crankshaft pulley and crankshaft seal. For additional information, refer to Crankshaft Pulley and Crankshaft Seal in this section.
7. Remove the A/C compressor. For additional information, refer to Section 412-00 .
8. Remove the coolant pump. For additional information, refer to Section 303-03 .
9. Remove the components in the order indicated in the following illustration and table.
10. To install, reverse the removal procedure.



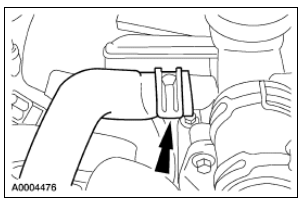
Item	Part Number	Description
1	6059	Engine front cover Removal Note
1	6059	Engine front cover Installation Note
2	6020	Engine front cover gasket Removal Note
2	6020	Engine front cover gasket Installation Note
3	6020	Engine front cover gasket Removal Note
3	6020	Engine front cover gasket Installation Note

Items 1, 2, and 3: Engine Front Cover Removal Note

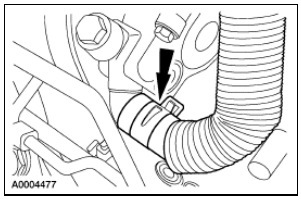
1. Disconnect the lower radiator-to-thermostat housing hose.



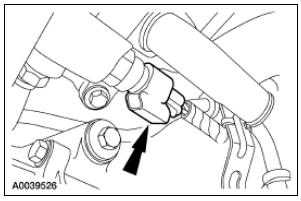
2. Disconnect the heater hose.



3. Disconnect the power steering reservoir hose and drain the reservoir.

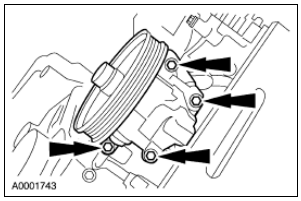


4. Disconnect the power steering pressure (PSP) switch.

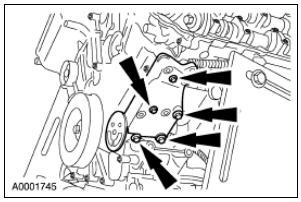


5. **NOTE:** One bolt is blocked by the power steering pressure hose and must be removed with the power steering pump.

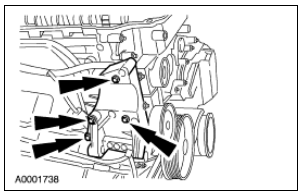
   Remove the bolts and position the power steering pump aside.



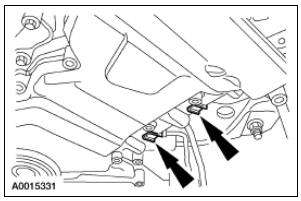
6. Remove the power steering pump bracket.



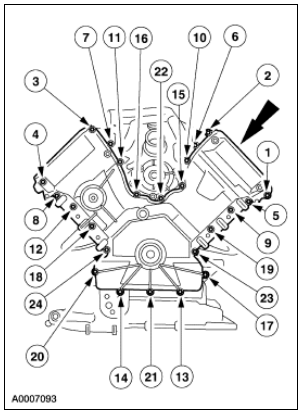
7. Remove the generator bracket.



8. Disconnect the five wiring harness clips.

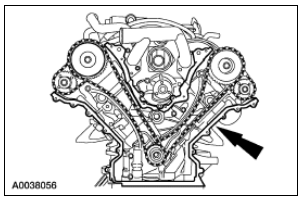


9. Remove the engine front cover.
   - Remove the bolts in the sequence shown.
   - Remove the engine front cover.



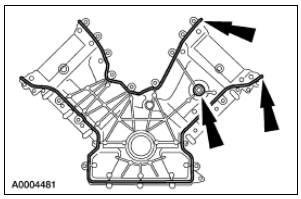
10. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.**

    Clean the sealing surfaces with metal surface cleaner.



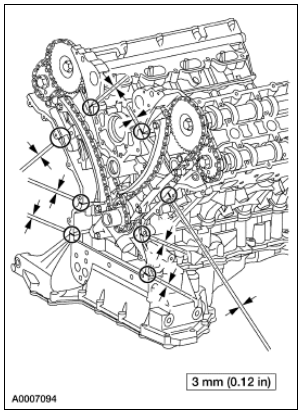
Items 1, 2, and 3: Engine Front Cover Installation Note

1. Install new gaskets.

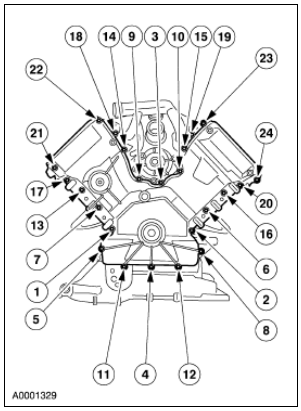


2. **NOTE:** If the front cover is not secured within four minutes of sealant application, the sealant must be removed and the sealing area cleaned with metal surface cleaner. Allow to dry until there is no sign of wetness, or four minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

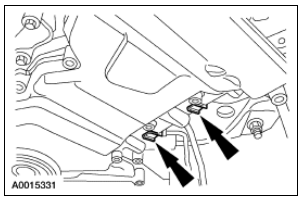
   Apply silicone gasket and sealant in the eight places shown.



3. Install the engine front cover.
    - Position the engine front cover on the cylinder block.
    - Loosely install the bolts.
    - Tighten the bolts in two stages in the sequence shown.
        - ♦ Stage 1: Tighten to 5 Nm (44 lb-in).
        - ♦ Stage 2: Tighten to 10 Nm (89 lb-in).

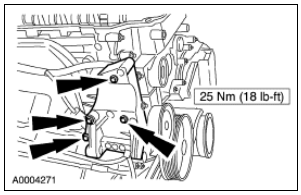


4. Connect the five wiring harness clips.



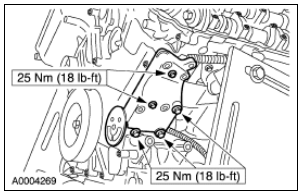
5. **NOTE:** The wiring harness is positioned behind the bracket.

   Install the generator bracket.



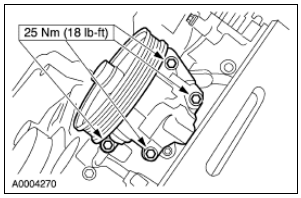
6. **NOTE:** The wiring harness is positioned behind the bracket.

   Install the power steering pump bracket.

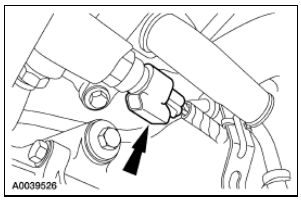


7. **NOTE:** One bolt is blocked by the power steering pressure line and must be installed with the power steering pump.

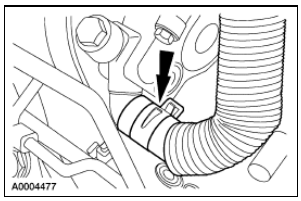
   Install the power steering pump.



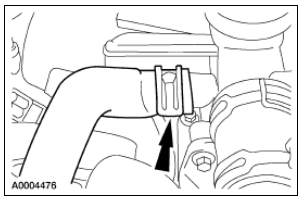
8. Connect the power steering pressure (PSP) switch.



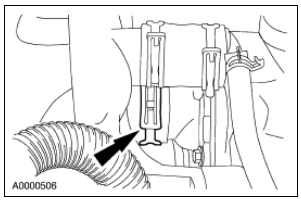
9. Connect the power steering reservoir hose.



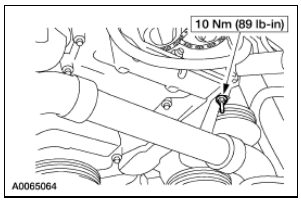
10. Connect the heater hose.



11. Connect the lower radiator hose to the thermostat housing.



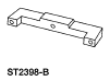
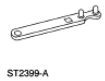
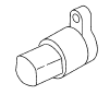
12. Install the stud bolt.



Timing Drive Components

Printable View (1884 KB)

Special Tool(s)

 ST2398-B	Aligner, Camshaft 303-530
 ST2399-A	Tensioning Tool, Timing Chain 303-532
 ST2401-A	Alignment Gauge, Crankshaft 303-645

Material

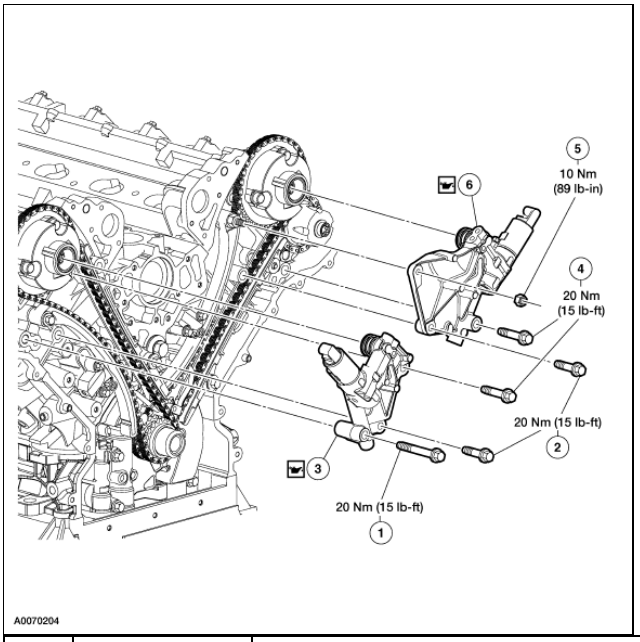
Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H

1. Remove the engine front cover. For additional information, refer to Engine Front Cover in this section.

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

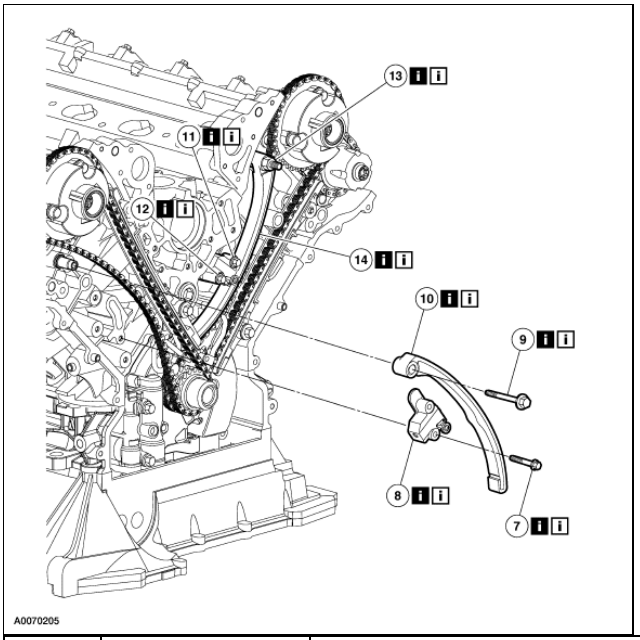
Component	Steps
Timing gears, chain and tensioners	1-20
Variable camshaft timing (VCT) bush carriers	1-9
VCT units, exhaust camshaft sprockets, secondary timing chains and tensioners, and crankshaft sprocket	1-37

3. Illustration 1 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W500316	Variable camshaft timing (VCT) bush carrier bolt
2	W500310	VCT bush carrier bolts (2 req'd)
3	6C260	RH VCT bush carrier
4	W500313	VCT bush carrier bolts (2 req'd)
5	W520412	LH VCT bush carrier nut
6	6C261	LH VCT bush carrier

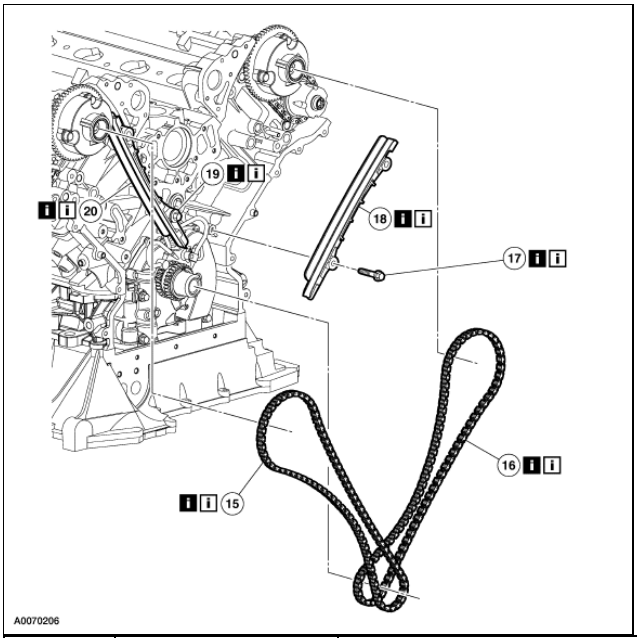
4. Illustration 2 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
7	W500301	RH timing chain tensioner bolts (2 req'd) Removal Note
7	W500301	RH timing chain tensioner bolts (2 req'd) Installation Note

8	6K254	RH timing chain tensioner Removal Note
8	6K254	RH timing chain tensioner Installation Note
9	W701973	RH timing chain tensioner arm bolt Removal Note
9	W701973	RH timing chain tensioner arm bolt Installation Note
10	6L266	RH timing chain tensioner arm Removal Note
10	6L266	RH timing chain tensioner arm Installation Note
11	W500301	LH timing chain tensioner bolts (2 req'd) Removal Note
11	W500301	LH timing chain tensioner bolts (2 req'd) Installation Note
12	6K254	LH timing chain tensioner Removal Note
12	6K254	LH timing chain tensioner Installation Note
13	6L251	LH timing chain tensioner arm bolt Removal Note
13	6L251	LH timing chain tensioner arm bolt Installation Note
14	6L266	LH timing chain tensioner arm Removal Note
14	6L266	LH timing chain tensioner arm Installation Note

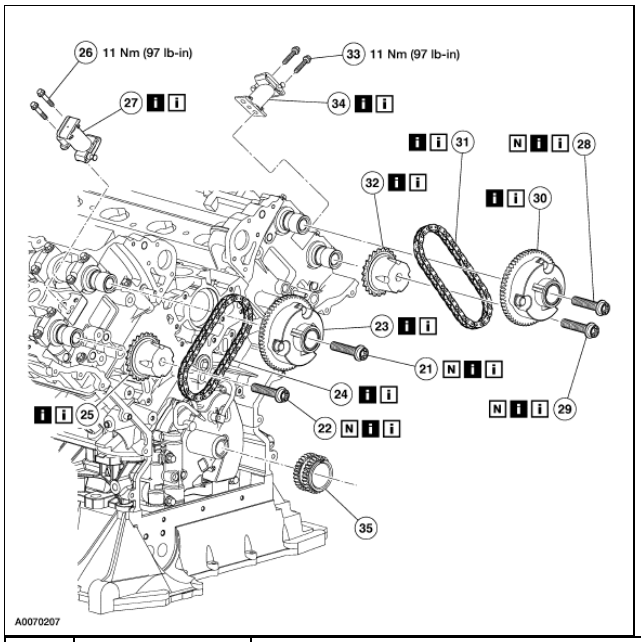
5. Illustration 3 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description

15	6268	RH timing chain Removal Note
15	6268	RH timing chain Installation Note
16	6268	LH timing chain Removal Note
16	6268	LH timing chain Installation Note
17	W500301	LH timing chain guide bolts (2 req'd) Removal Note
17	W500301	LH timing chain guide bolts (2 req'd) Installation Note
18	6K297	LH timing chain guide Removal Note
18	6K297	LH timing chain guide Installation Note
19	W500301	RH timing chain guide bolts (2 req'd) Removal Note
19	W500301	RH timing chain guide bolts (2 req'd) Installation Note
20	6K297	RH timing chain guide Removal Note
20	6K297	RH timing chain guide Installation Note

6. Illustration 4 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
21	6279	RH VCT unit bolt Removal Note
21	6279	RH VCT unit bolt Installation Note

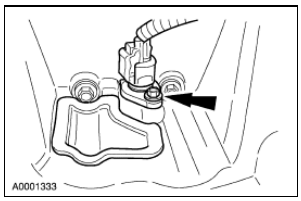
22	6279	RH exhaust camshaft sprocket bolt Removal Note
22	6279	RH exhaust camshaft sprocket bolt Installation Note
23	6M288	RH VCT unit Removal Note
23	6M288	RH VCT unit Installation Note
24	6268	RH secondary timing chain Removal Note
24	6268	RH secondary timing chain Installation Note
25	6C258	RH exhaust camshaft sprocket Removal Note
25	6C258	RH exhaust camshaft sprocket Installation Note
26	W500301	RH secondary timing chain tensioner bolts (2 req'd)
27	6C271	RH secondary timing chain tensioner Removal Note
27	6C271	RH secondary timing chain tensioner Installation Note
28	6279	LH VCT unit bolt Removal Note
28	6279	LH VCT unit bolt Installation Note
29	6279	LH exhaust camshaft sprocket bolt Removal Note
29	6279	LH exhaust camshaft sprocket bolt Installation Note
30	6M288	LH VCT unit Removal Note
30	6M288	LH VCT unit Installation Note
31	6268	LH secondary timing chain Removal Note
31	6268	LH secondary timing chain Installation Note
32	6C258	LH exhaust camshaft sprocket Removal Note
32	6C258	LH exhaust camshaft sprocket Installation Note
33	W500301	LH secondary timing chain tensioner bolts (2 req'd)
34	6C271	LH secondary timing chain tensioner Removal Note
34	6C271	LH secondary timing chain tensioner Installation Note

35	6306	Crankshaft sprocket

7. To install, reverse the removal procedure.

Items 7-20: Timing Drive Components Removal Note

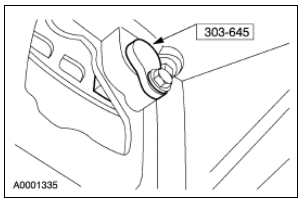
1. Remove the crankshaft position (CKP) sensor and the torque converter cover.



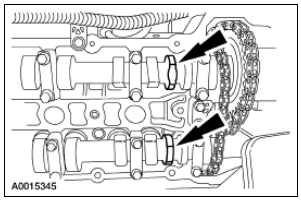
2. **NOTE:** There is one window on the ignition pulse wheel that is unique to accept the special tool.

   Install the special tool.

   - Turn the crankshaft to 45 degrees ATDC. The crankshaft keyway will be in the 6 o'clock position.
   - Install the special tool.

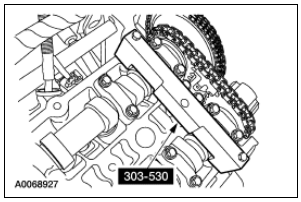


3. Make sure the flats of the camshaft are facing upward. If not, repeat Step 2.



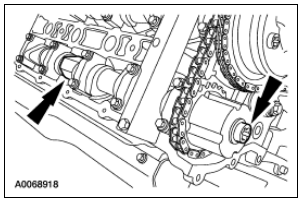
4. ⚠ **CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

   Install the special tool on the RH cylinder head.



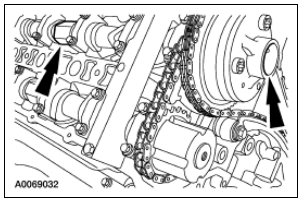
5. ⚠ **CAUTION: An open-end wrench must be used on the flats of the camshaft or damage to the camshaft will occur.**

   Remove and discard the RH exhaust camshaft sprocket bolt.

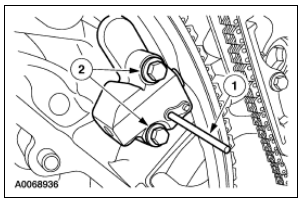


6. ⚠ **CAUTION: An open-end wrench must be used on the flats of the camshaft or damage to the camshaft will occur.**

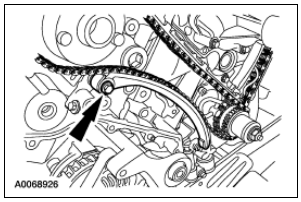
   Remove and discard the RH VCT unit bolt.



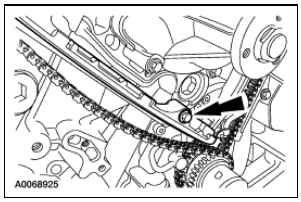
7. Remove the RH timing chain tensioner.
   1. Push the lever down and install a drill rod to lock the piston.
   2. Remove the bolts and the tensioner.



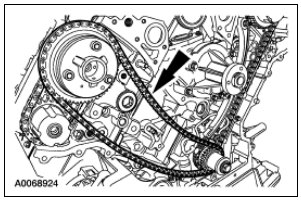
8. Remove the RH tensioner arm.



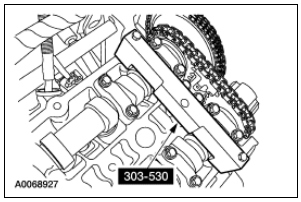
9. Remove the RH timing chain guide.



10. Remove the RH primary timing chain.

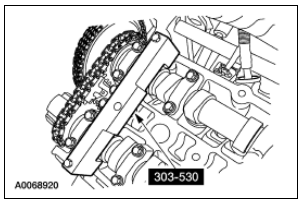


11. Remove the special tool from the RH cylinder head.



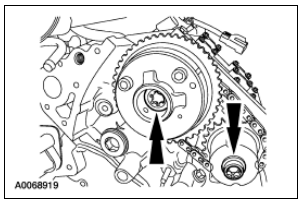
12. ⚠ **CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

    Install the special tool on the LH head.

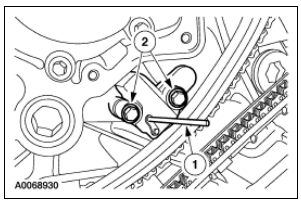


13. ⚠ **CAUTION: An open-end wrench must be used on the flats of the camshaft or damage to the camshaft can occur.**

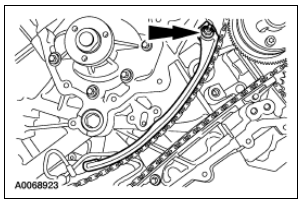
    Remove and discard the LH VCT unit bolt and the exhaust camshaft sprocket bolt.



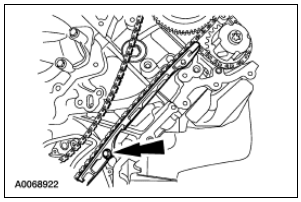
14. Remove the LH timing chain tensioner.
    1. Push the lever down and install a drill rod to lock the piston.
    2. Remove the bolts and the tensioner.



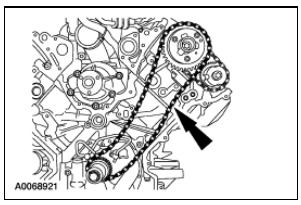
15. Remove the LH tensioner arm.



16. Remove the LH timing chain guide.

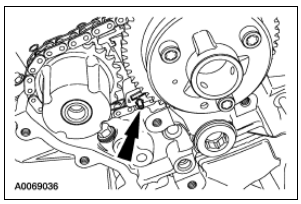


17. Remove the LH primary timing chain.

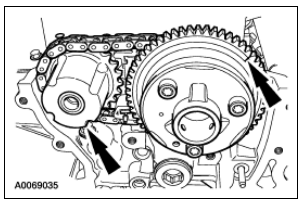


Items 21-25, and 27: RH Variable Camshaft Timing (VCT) Unit, Exhaust Camshaft Sprocket and Secondary Timing Chain Removal Note

1. Collapse the RH secondary timing chain tensioner and install a pin to lock the piston.

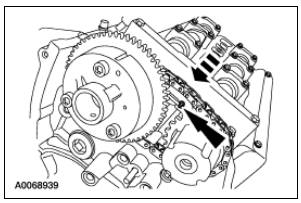


2. Remove the RH VCT unit, exhaust camshaft sprocket and timing chain as an assembly.

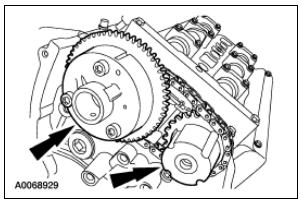


Items 28-32, and 34: LH Variable Camshaft Timing (VCT) Unit, Exhaust Camshaft Sprocket and Secondary Timing Chain Removal Note

1. Collapse the LH secondary timing chain tensioner and install a pin to lock the piston.

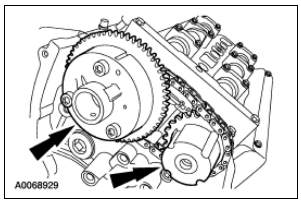


2. Remove the LH VCT unit, exhaust camshaft sprocket and timing chain as an assembly.

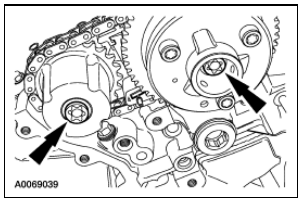


Items 28-32, and 34: LH Variable Camshaft Timing (VCT) Unit, Exhaust Camshaft Sprocket and Secondary Timing Chain Installation Note

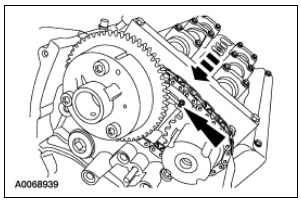
1. Install the LH VCT unit, exhaust camshaft sprocket and timing chain as an assembly.



2. Using new bolts, install the LH VCT unit and exhaust camshaft sprocket bolts finger-tight.

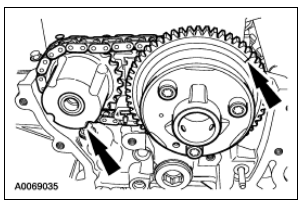


3. Remove the locking pin from the LH secondary timing chain tensioner.

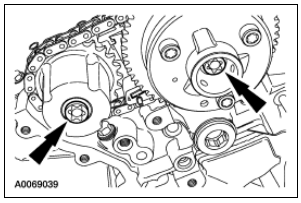


Items 21-25, and 27: RH Variable Camshaft Timing (VCT) Unit, Exhaust Camshaft Sprocket and Secondary Timing Chain Installation Note

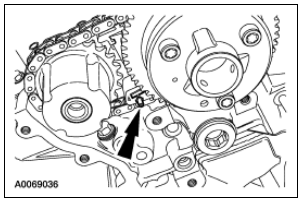
1. Install the RH VCT unit, exhaust camshaft sprocket and timing chain as an assembly.



2. Using new bolts, install the RH VCT unit and exhaust camshaft sprocket bolts finger-tight.

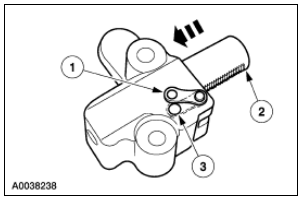


3. Remove the locking pin from the RH secondary timing chain tensioner.



Items 7-20: Timing Drive Components Installation Note

1. Reset the timing chain tensioners.
    1. Hold the lever toward the tensioner piston.
    2. Using finger pressure, compress the tensioner until it is completely collapsed.
    3. Push the lever down and install a drill rod to lock the piston.

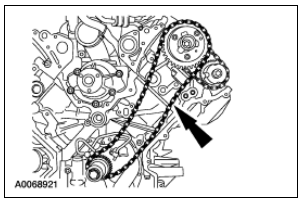


2. ⚠ **CAUTION: The camshaft holding tool should still be installed on the LH cylinder head.**

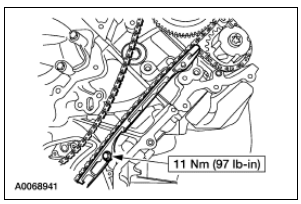
   ⚠ **CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

   Position the LH timing chain and crankshaft gear.

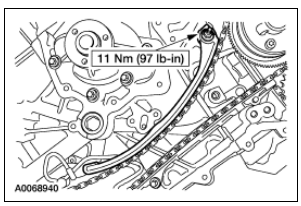
   - Position the timing chain over the LH intake camshaft sprocket.
   - Position the crankshaft gear in the timing chain.



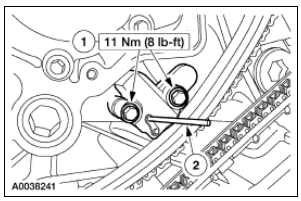
3. Install the LH timing chain guide.



4. Install the LH timing chain tensioner arm.



5. Install the LH timing chain tensioner.
    1. Install the timing chain tensioner and bolts.
    2. Remove the drill rod.

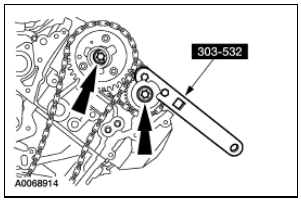


6. **⚠ CAUTION: The exhaust camshaft sprocket bolt must be fully tightened before tightening the intake camshaft sprocket bolt.**

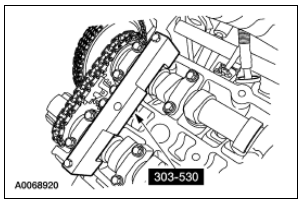
   ⚠ CAUTION: Using the special tool, apply 10Nm(89 lb-in) counterclockwise to the LH exhaust camshaft sprocket.

   Tighten the LH exhaust camshaft sprocket and VCT unit bolts in two stages:

   - Stage 1: Tighten to 20 Nm (15 lb-ft).
   - Stage 2: Tighten an additional 90 degrees.

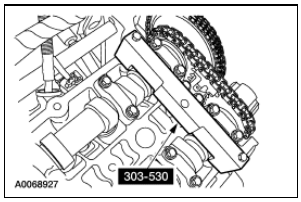


7. Remove the special tool.

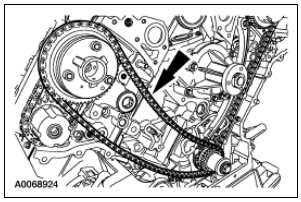


8. **⚠ CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

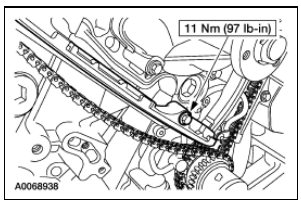
   Install the special tool on the RH cylinder head.



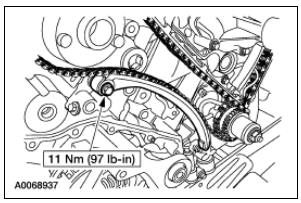
9. Position the RH timing chain over the RH intake camshaft sprocket and over the crankshaft gear.



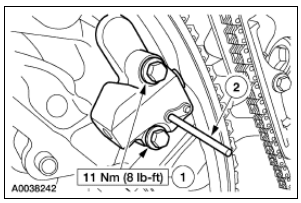
10. Install the RH timing chain guide.



11. Install the RH timing chain tensioner arm.



12. Install the RH timing chain tensioner.
    1. Install the timing chain tensioner and bolts.
    2. Remove the drill rod.

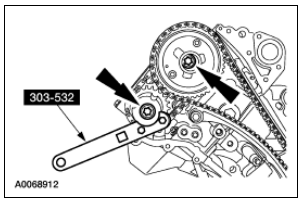


13. **⚠ CAUTION: The exhaust camshaft sprocket bolt must be fully tightened before tightening the intake camshaft sprocket bolt.**

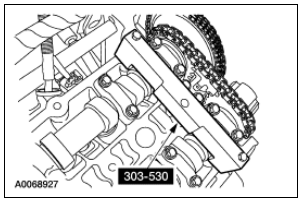
    ⚠ CAUTION: Using the special tool, apply 10 Nm (89 lb-in) counterclockwise to the RH exhaust camshaft sprocket.

    Tighten the RH exhaust camshaft sprocket and VCT unit bolts in two stages:

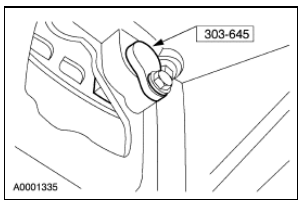
    - Stage 1: Tighten to 20 Nm (15 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.



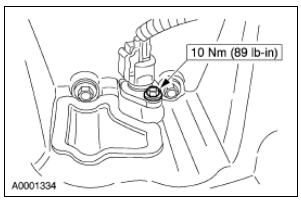
14. Remove the special tool.



15. Remove the special tool.



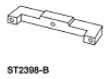
16. Install the CKP sensor and the torque converter cover.



Camshaft, Valve Springs and Valve Seals

Printable View (534 KB)

Special Tool(s)

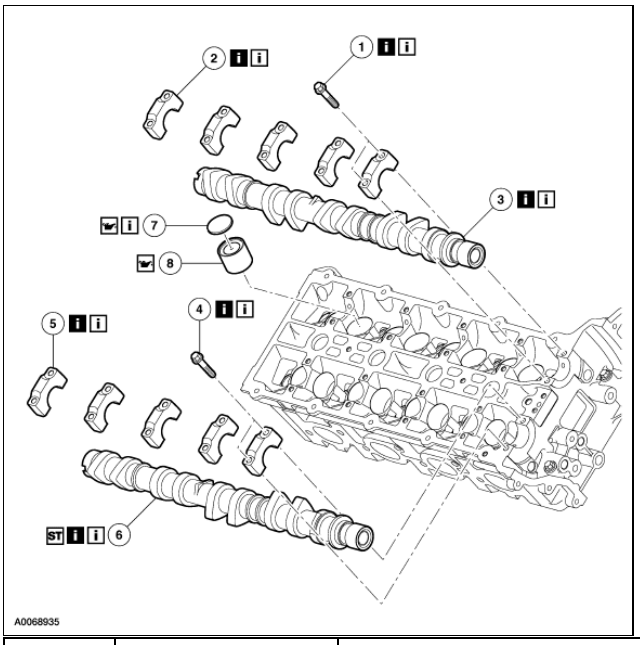
 ST2398-B	Aligner, Camshaft 303-530

Material

Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H

1. Remove the timing drive components. For additional information, refer to Timing Drive Components in this section.

2. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



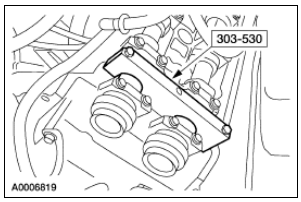
Item	Part Number	Description
1	W701242	Intake camshaft cap bolts (10 req'd) Removal Note
1	W701242	Intake camshaft cap bolts (10 req'd) Installation Note
2	6A258	Intake camshaft caps (5 req'd) Removal Note
2	6A258	Intake camshaft caps (5 req'd) Installation Note

3	6A270	Intake camshaft Removal Note
3	6A270	Intake camshaft Installation Note
4	W701242	Exhaust camshaft cap bolts (10 req'd) Removal Note
4	W701242	Exhaust camshaft cap bolts (10 req'd) Installation Note
5	6A258	Exhaust camshaft caps (5 req'd) Removal Note
5	6A258	Exhaust camshaft caps (5 req'd) Installation Note
6	6A272	Exhaust camshaft Removal Note
6	6A272	Exhaust camshaft Installation Note
7	6K514	Tappet shims (16 req'd) Installation Note
8	6500	Tappets (16 req'd)

3. To install, reverse the removal procedure.

Items 1-6: Camshaft Removal Note

1. Remove the special tool.



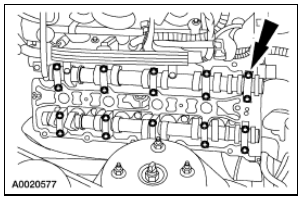
2. **⚠ CAUTION: Record the camshaft bearing cap locations. The camshaft bearing caps are positional and must be installed in their original locations and orientation or engine damage can occur.**

   ⚠ CAUTION: Do not use any means of marking the shims other than a permanent-type marker. Any scratches or paint on the shims can result in incorrect lash adjustments and severe engine damage.

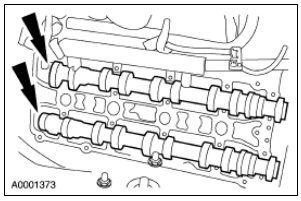
   ⚠ CAUTION: Record the shim and bucket tappet location. The shim and bucket tappet are positional and if installed in the incorrect location, engine damage can occur.

   Remove the RH camshaft bearing caps.

   - Remove the bolts.
   - Remove the RH camshaft bearing caps.



3. Remove the RH camshafts.



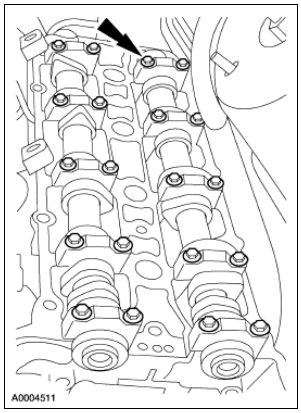
4. **⚠ CAUTION: Record the camshaft bearing cap locations. The camshaft bearing caps are positional and must be installed in their original locations and orientation or engine damage can occur.**

   ⚠ CAUTION: Do not use any means of marking the shims other than a permanent-type marker. Any scratches or paint on the shims can result in incorrect lash adjustments and severe engine damage.

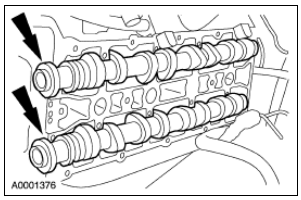
   ⚠ CAUTION: Record the location of the shims and bucket tappets. The bucket tappets and shims are positional and if installed in the incorrect location, engine damage can occur.

   Remove the LH camshaft bearing caps.

   - Remove the bolts.
   - Remove the LH camshaft bearing caps.



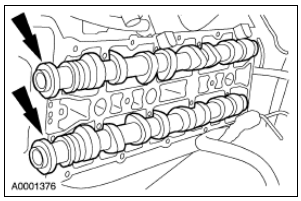
5. Remove the LH camshafts.



Items 1-7: Camshaft Installation Note

1. **NOTE:** Apply clean engine oil to the camshaft journals, the camshaft caps and the camshaft lobes prior to installing the camshafts.

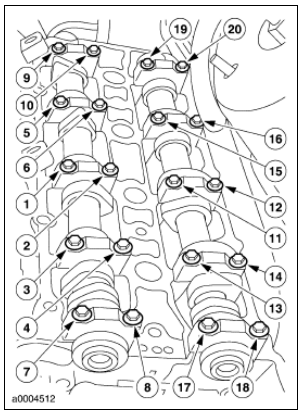
   Position the LH camshafts on the camshaft journals.



2. ⚠ **CAUTION: Install the camshaft bearing caps. The camshaft bearing caps are positional and must be installed in their original locations and orientation or engine damage can occur.**

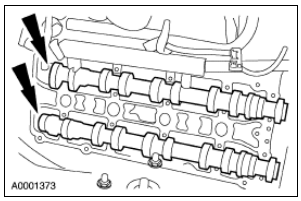
   Install the LH camshaft bearing caps.

   - Position the bearing caps.
   - Install the bearing cap bolts. Tighten the bolts in three stages in the sequence shown.
     - ♦ Stage 1: Hand-tighten.
     - ♦ Stage 2: Tighten to 6 Nm (53 lb-in).
     - ♦ Stage 3: Tighten an additional 90 degrees.



3. **NOTE:** Apply clean engine oil to the camshaft journals, the camshaft caps and the camshaft lobes prior to installing the camshafts.

   Install the RH camshafts.

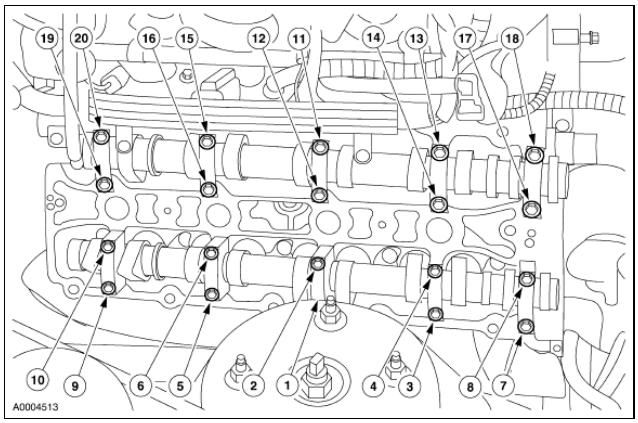


4. ⚠ **CAUTION: Install the camshaft bearing caps. The camshaft bearing caps are positional and must be installed in their original locations and orientation or engine damage can occur.**

   Install the RH camshaft bearing caps.

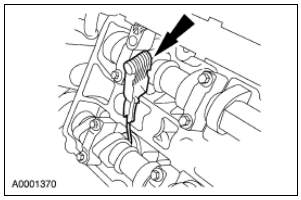
   - Position the bearing caps.
   - Install the bolts. Tighten the bolts in three stages in the sequence shown.
     - ♦ Stage 1: Hand-tighten.

- Stage 2: Tighten to 6 Nm (53 lb-in).
- Stage 3: Tighten an additional 90 degrees.



5. ⚠ **CAUTION: If any components are installed new, the engine must be reshimmed or engine damage can occur.**

   Using a feeler gauge, confirm that the tappet and shim clearances are within specification. For additional information, refer to Valve Clearance Check in this section.



6. If tappet and shim clearances are not within specification, adjust the clearance. For additional information, refer to Valve Clearance Adjustment in this section.

7. Install the timing drive components. For additional information, refer to Timing Drive Components in this section.

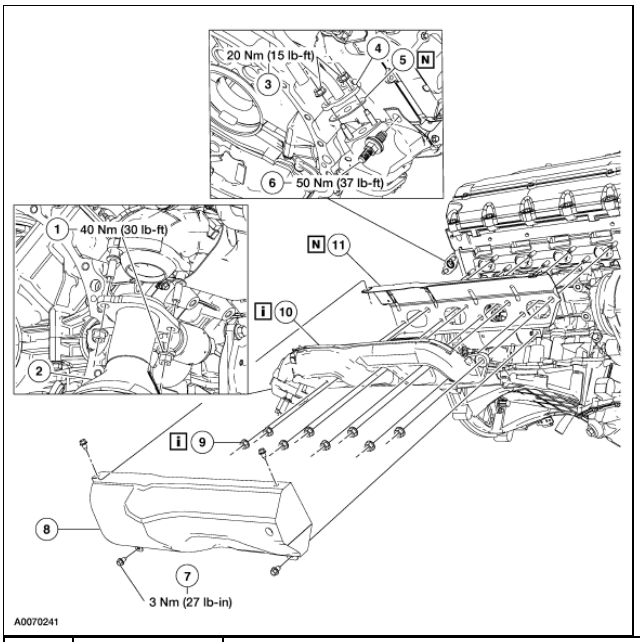
Exhaust Manifold RH

Printable View (192 KB)

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the components in the order indicated in the following illustration and table.

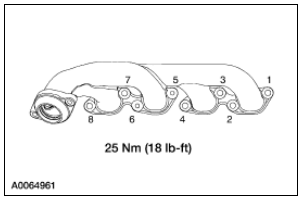
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	W705443	Exhaust Y-pipe flange nuts (2 req'd)
2	5F250	Exhaust Y-pipe
3	W520413	Exhaust gas recirculation (EGR) system module-to-exhaust manifold tube flange nuts (2 req'd)
4	7D477	EGR system module-to-exhaust manifold tube
5	9C435	EGR system module-to-exhaust manifold tube gasket
6	W708246	Stud
7	W504081	Heat shield bolts (4 req'd)
8	9A462	Heat shield
9	W701706	Exhaust manifold nuts (8 req'd) Installation Note
10	9430	Exhaust manifold Installation Note
11	9448	Exhaust manifold gasket

Items 9 and 10: RH Exhaust Manifold Installation Note

1. Install the exhaust manifold.
    - Install a new gasket and the exhaust manifold.
    - Install the exhaust manifold nuts hand tight.
    - Install the exhaust gas recirculation (EGR) system module-to-exhaust manifold tube to the exhaust manifold.
    - Tighten the eight nuts in the sequence shown.



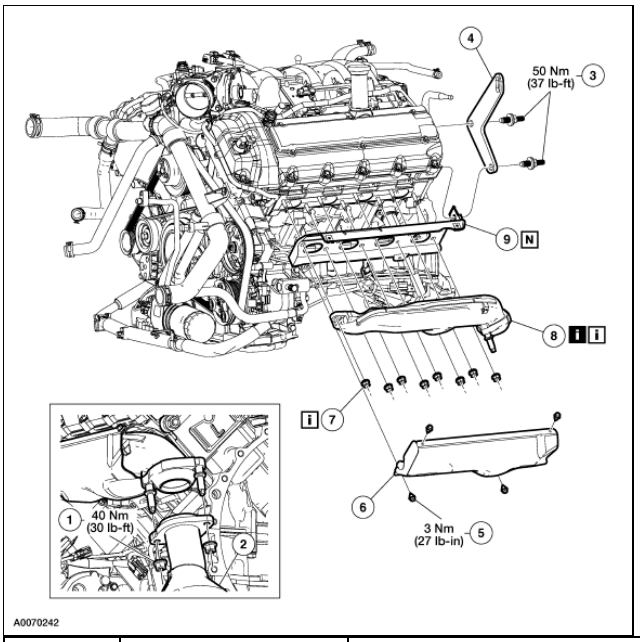
Exhaust Manifold LH

Printable View (253 KB)

1. Remove the oil level indicator tube. For additional information, refer to Oil Level Indicator and Tube in this section.

2. Remove the components in the order indicated in the following illustration and table.

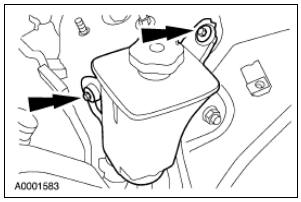
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	W705443	Exhaust Y-pipe flange nuts (2 req'd)
2	5F250	Exhaust Y-pipe
3	W708246	Engine lifting eye studs (2 req'd)
4	17K056	Engine lifting eye
5	W504081	Heat shield bolts (4 req'd)
6	9Y427	Heat shield
7	W701706	Exhaust manifold nuts (8 req'd) Installation Note
8	9431	Exhaust manifold Removal Note
8	9431	Exhaust manifold Installation Note
9	9A457	Exhaust manifold gasket

Item 8: LH Exhaust Manifold Removal Note

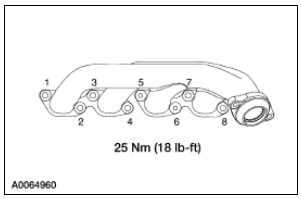
1. Remove the bolts and position the power steering reservoir aside.



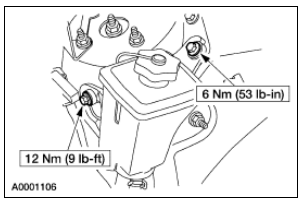
2. Remove the exhaust manifold.
    - Remove the eight nuts.
    - Remove the exhaust manifold and discard the gasket.

Items 7 and 8: LH Exhaust Manifold Installation Note

1. Install the exhaust manifold.
    - Install a new gasket and the exhaust manifold.
    - Tighten the eight nuts in the sequence shown.



2. Position the power steering reservoir and install the bolts.



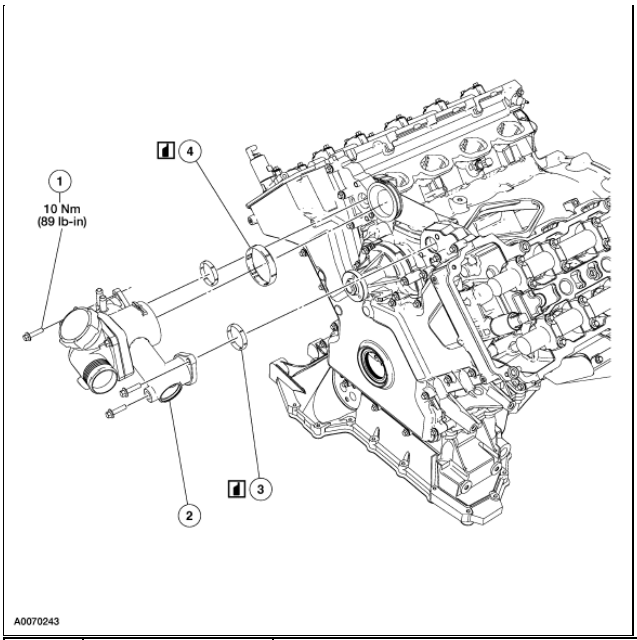
Cylinder Head

Printable View (659 KB)

1. Remove the intake manifold. For additional information, refer to Intake Manifold in this section.
2. Remove the LH or RH exhaust manifold. For additional information, refer to Exhaust Manifold LH , or Valve Cover RH in this section
3. Remove the timing drive components. For additional information, refer to Timing Drive Components in this section.
4. To remove individual components, only carry out the listed steps.

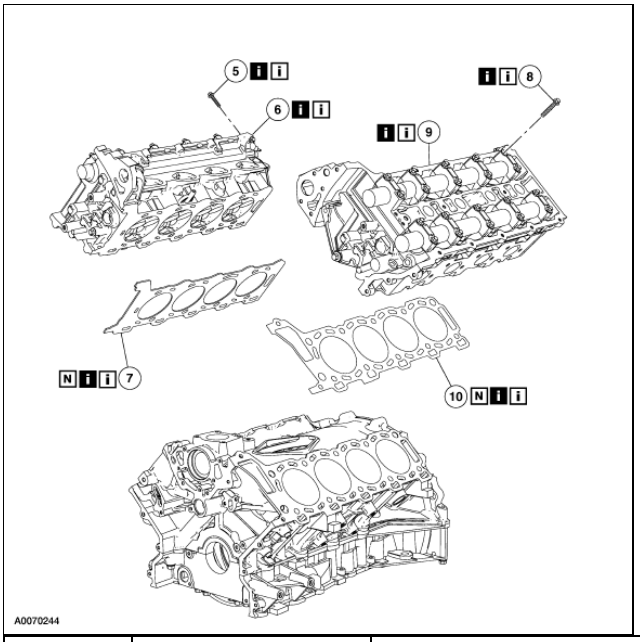
Component	Steps
RH cylinder head	9-11
LH cylinder head	12-14

5. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W500215	Coolant bypass housing bolts
2	8A520	Coolant bypass housing
3		Coolant bypass housing O-ring seals (2 req'd)
4		Coolant inlet housing O-ring seal

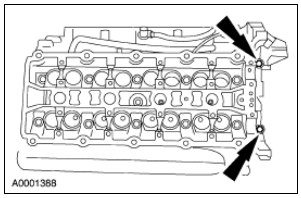
6. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



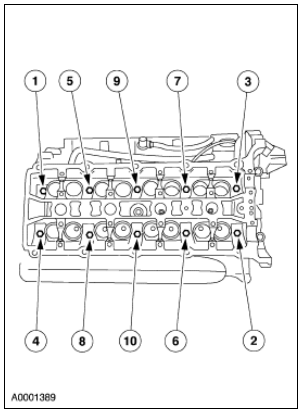
Item	Part Number	Description
5	6065	RH cylinder head bolts (12 req'd) Removal Note
5	6065	RH cylinder head bolts (12 req'd) Installation Note
6	6049	RH cylinder head Removal Note
6	6049	RH cylinder head Installation Note
7	6051	RH cylinder head gasket Removal Note
7	6051	RH cylinder head gasket Installation Note
8	6065	LH cylinder head bolts (12 req'd) Removal Note
8	6065	LH cylinder head bolts (12 req'd) Installation Note
9	6049	LH cylinder head Removal Note
9	6049	LH cylinder head Installation Note
10	6051	LH cylinder head gasket Removal Note
10	6051	LH cylinder head gasket Installation Note

Items 5-10: Cylinder Head Removal Note

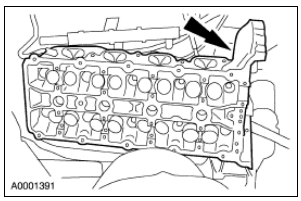
1. Remove and discard the bolts.



2. Remove the RH bolts in the sequence shown.
    - Discard the bolts.

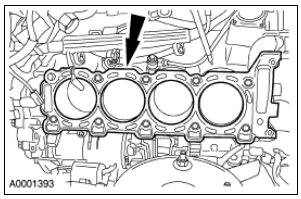


3. Remove the RH cylinder head.
    - Discard the gasket.

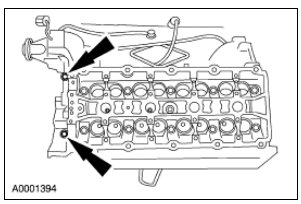


4. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.**

   Clean the sealing surfaces.



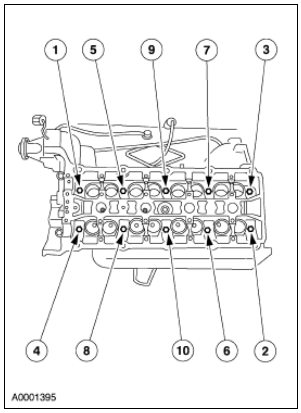
5. Remove and discard the bolts.



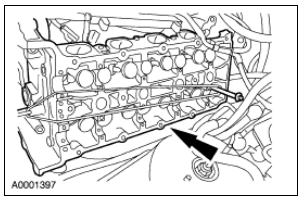
6. **NOTE:** The lower rear bolt cannot be fully removed. This bolt must be retained above the decking surface with a rubber band to remove the LH cylinder head.

Remove the bolts in the sequence shown.

- Discard the bolts.

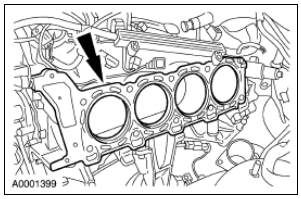


7. Remove the LH cylinder head.
   - Discard the gasket.



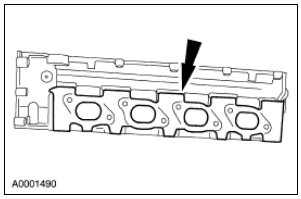
8. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.**

   Clean the sealing surfaces.



9. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.**

   Clean the sealing surfaces.

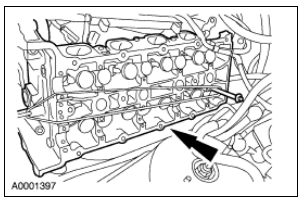


Items 5-10: Cylinder Head Installation Note

1. **NOTE:** The lower rear bolt cannot be installed with the cylinder head in place. Secure the bolt above deck height with a rubber band prior to cylinder head installation.

Position the LH cylinder head.

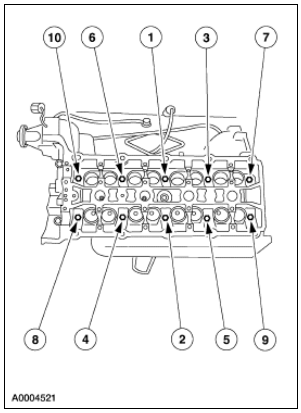
- Install a new gasket.



2. **NOTE:** The cylinder head bolts are a torque-to-yield design and must not be reused. Always install new bolts.

   Install and tighten the bolts in five stages in the sequence shown.

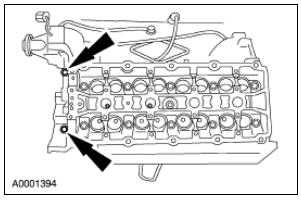
   - Stage 1: Install finger-tight.
   - Stage 2: Tighten to 20 Nm (15 lb-ft).
   - Stage 3: Tighten to 35 Nm (26 lb-ft).
   - Stage 4: Tighten to 45 Nm (33 lb-ft) and an additional 90 degrees.
   - Stage 5: Tighten an additional 90 degrees.



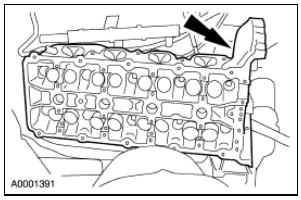
3. **NOTE:** The cylinder head bolts are a torque-to-yield design and must not be reused. Always install new bolts.

   Install and tighten the bolts in two stages.

   - Stage 1: Tighten to 20 Nm (15 lb-ft).
   - Stage 2: Tighten an additional 90 degrees.



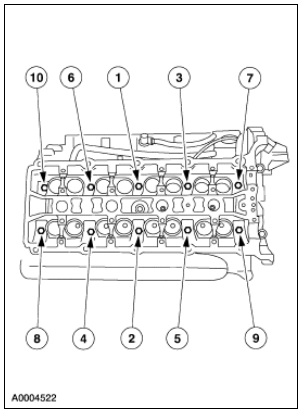
4. Position the RH cylinder head.
   - Install a new gasket.



5. **NOTE:** The cylinder head bolts are a torque-to-yield design and must not be reused. Always install new bolts.

   Install and tighten the bolts in five stages in the sequence shown.

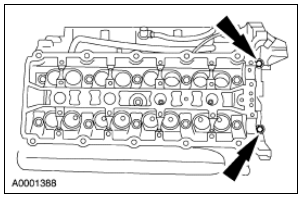
   - Stage 1: Install finger-tight.
   - Stage 2: Tighten to 20 Nm (15 lb-ft).
   - Stage 3: Tighten to 35 Nm (26 lb-ft).
   - Stage 4: Tighten to 45 Nm (33 lb-ft) and an additional 90 degrees.
   - Stage 5: Tighten an additional 90 degrees.



6. **NOTE:** The cylinder head bolts are a torque-to-yield design and must not be reused. Always install new bolts.

   Install and tighten the bolts in two stages.

   - Stage 1: Tighten to 20 Nm (15 lb-ft).
   - Stage 2: Tighten an additional 90 degrees.



Oil Cooler

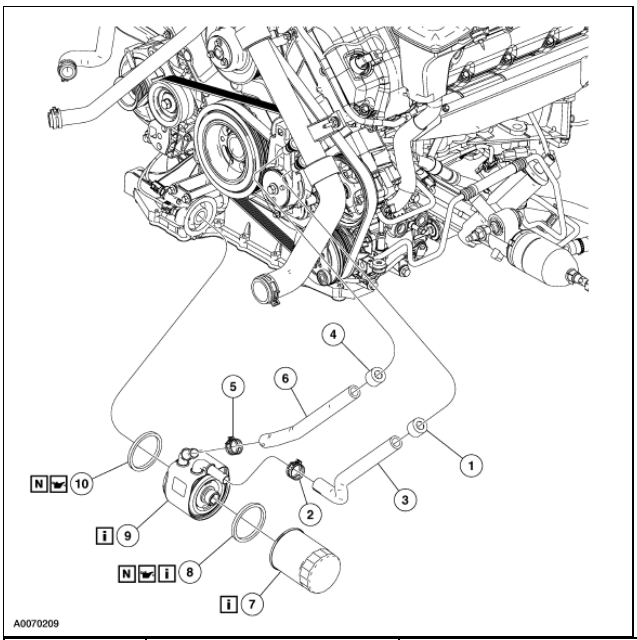
Printable View (219 KB)

Material

Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. **CAUTION: The cooling system filling and bleeding procedure must be followed exactly or damage to the engine can occur.**

   Drain the cooling system. For additional information, refer to Section 303-03 .
3. Drain the engine oil.
4. Remove the lower splash shield.
5. Remove the components in the order indicated in the following illustration and table.
6. To install, reverse the removal procedure.



Item	Part Number	Description
1	15161	Oil cooler coolant hose clamp
2	8A593	Oil cooler coolant hose clamp
3	8286	Oil cooler coolant hose
4	15161	Oil cooler coolant hose clamp

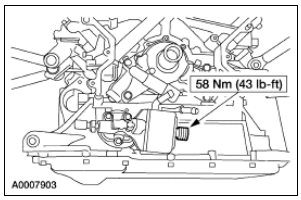
5	8A593	Oil cooler coolant hose clamp
6	8286	Oil cooler coolant hose
7	6714	Oil filter Installation Note
8		Oil filter seal (part of 6714) Installation Note
9	6A642	Oil cooler Installation Note
10	6A636	Oil cooler gasket

Item 9: Oil Cooler Installation Note

1. **NOTE:** Inspect the gasket and surfaces for contamination prior to installation.

   Position the oil cooler and a new gasket and install the bolt.

   - Rotate the cooler clockwise until the locating pin hits the stop.



Items 7 and 8: Oil Filter and Gasket Installation Note

1. Install the oil filter until the seal makes contact. Using an oil filter strap wrench, tighten an additional 270 degrees.

Oil Filter Adapter

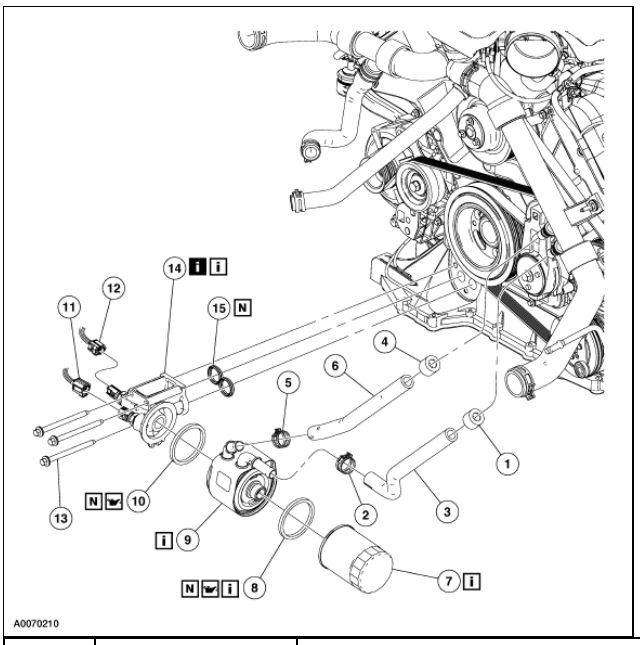
Printable View (226 KB)

Material

Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. **CAUTION: The cooling system filling and bleeding procedure must be followed exactly or damage to the engine can occur.**

   Drain the cooling system. For additional information, refer to Section 303-03 .
3. Drain the engine oil.
4. Remove the lower splash shield.
5. Remove the components in the order indicated in the following illustration and table.
6. To install, reverse the removal procedure.

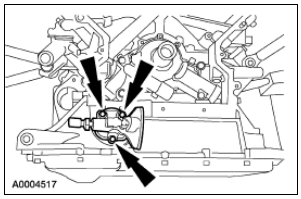


Item	Part Number	Description
1	15161	Oil cooler coolant hose clamp
2	8A593	Oil cooler coolant hose clamp
3	8286	Oil cooler coolant hose
4	15161	Oil cooler coolant hose clamp

5	8A593	Oil cooler coolant hose clamp
6	8286	Oil cooler coolant hose
7	6714	Oil filter Installation Note
8		Oil filter gasket (part of 6714) Installation Note
9	6A642	Oil cooler Installation Note
10	6A636	Oil cooler gasket
11	12B637	Oil temperature sensor electrical connector
12	12B637	Oil pressure sensor electrical connector
13	W70709	Oil filter adapter bolts (3 req'd)
14	6A643	Oil filter adapter Removal Note
14	6A643	Oil filter adapter Installation Note
15	6A636	Oil filter adapter O-ring seals (2 req'd)

Item 14: Oil Filter Adapter Removal Note

1. Remove the oil filter adapter assembly.
   - Discard the seal.

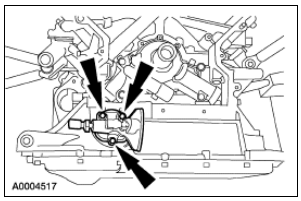


2. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs, or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool.**

   Clean the sealing surfaces.

Item 14: Oil Filter Adapter Installation Note

1. Install a new seal and the oil filter adapter. Tighten the bolts in two stages.
   - Stage 1: Tighten to 13 Nm (10 lb-ft).
   - Stage 2: Tighten an additional 90 degrees.

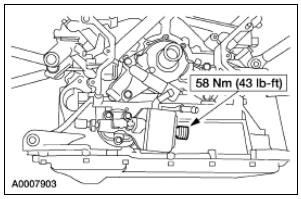


Item 9: Oil Cooler Installation Note

1. **NOTE:** Inspect the gasket and surfaces for contamination prior to installation.

Position the oil cooler and a new gasket and install the bolt.

- Rotate the cooler clockwise until the locating pin hits the stop.



Items 7 and 8: Oil Filter and Gasket Installation Note

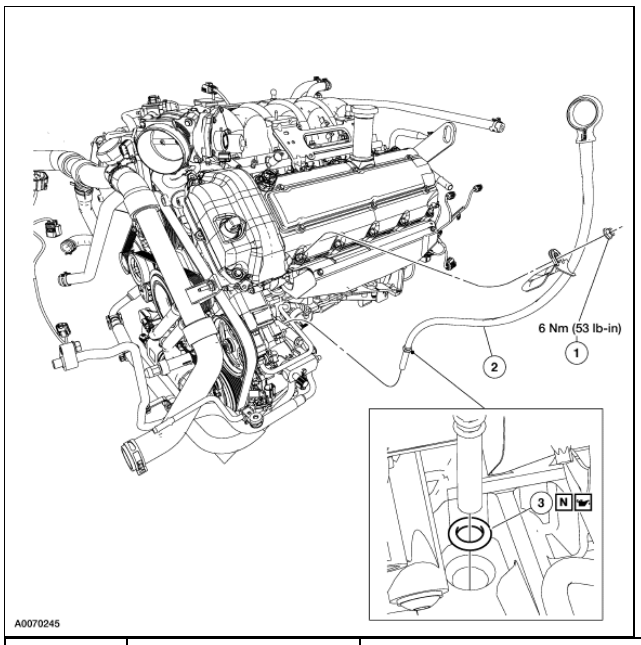
1. Install the oil filter until the seal makes contact. Using an oil filter strap wrench, tighten an additional 270 degrees.

Oil Level Indicator and Tube

Printable View (176 KB)

1. Remove the components in the order indicated in the following illustration and table.

2. To install, reverse the removal procedure.



Item	Part Number	Description
1	W520411	Oil level indicator tube nut
2	6754	Oil level indicator tube
3	6754-B	Oil level indicator tube O-ring seal

Oil Pan, Oil Pump, Oil Pump Screen and Pickup Tube

Printable View (463 KB)

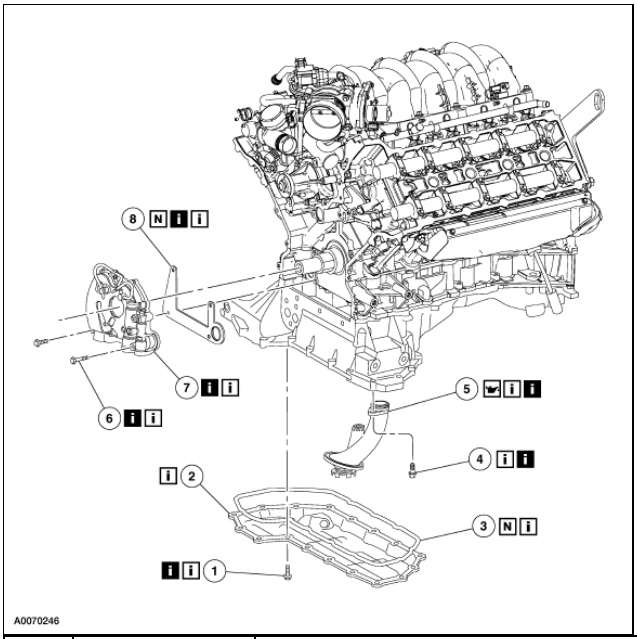
Material

Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Drain the engine oil.
3. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Oil Pan	1-3
Oil Pump Screen and Pickup Tube	1-5
Oil Pump	1-8

4. To install, reverse the removal procedure.



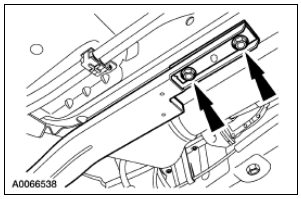
Item	Part Number	Description
1	W701504	Oil pan bolts (17 req'd) Removal Note

1	W701504	Oil pan bolts (17 req'd) Installation Note
2	6695	Oil pan Installation Note
3		Oil pan gasket Installation Note
4	W500214	Oil pump screen and pickup tube bolts (2 req'd) Removal Note
4	W500214	Oil pump screen and pickup tube bolts (2 req'd) Installation Note
5	6617	Oil pump screen and pickup tube Removal Note
5	6617	Oil pump screen and pickup tube Installation Note
6	W701544	Oil pump bolts Removal Note
6	W701544	Oil pump bolts Installation Note
7	6600	Oil pump Removal Note
7	6600	Oil pump Installation Note
8	6659	Oil pump gasket Removal Note
8	6659	Oil pump gasket Installation Note

Item 1: Oil Pan Bolts Removal Note

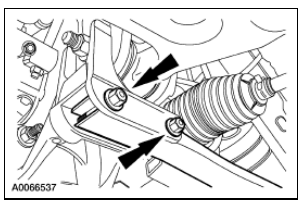
1. **NOTE:** LH is shown, RH is similar.

   Remove the bolts.



2. **NOTE:** LH is shown, RH is similar.

   Remove the bolts and the lateral support bar.

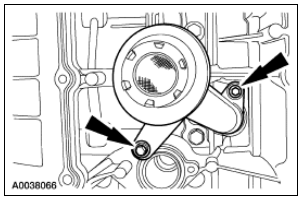


Items 4 and 5: Oil Pump Screen and Pickup Tube Removal Note

1. ⚠ **CAUTION: Only use hand tools to remove the oil pump screen and pickup tube.**

   Remove the bolts and the oil pump screen and pickup tube.

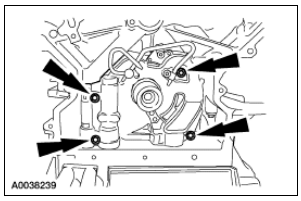
   - Inspect the O-ring seal and install a new one if necessary.



Items 6-8: Oil Pump Removal Note

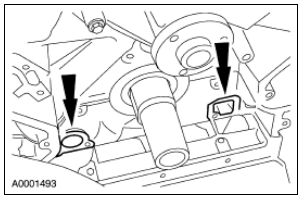
1. Remove the timing drive components. For additional information, refer to Timing Drive Components in this section.

2. Remove the bolts and the oil pump.
   - Discard the gasket.



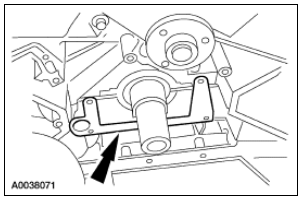
3. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leaks paths. Use a plastic scraping tool to remove all traces of sealant.**

   Clean the sealing surfaces.

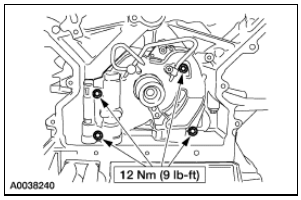


Items 6-8: Oil Pump Installation Note

1. Install a new gasket.



2. Install the oil pump and tighten the bolts in two stages.
   - Stage 1: Tighten to 6 Nm (53 lb-in).
   - Stage 2: Tighten an additional 90 degrees.

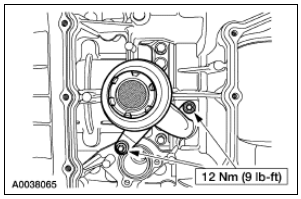


3. Install the timing drive components. For additional information, refer to Timing Drive Components in this section.

Items 4 and 5: Oil Pump Screen and Pickup Tube Installation Note

1. **NOTE:** Apply clean engine oil to the O-ring seal prior to installing.

   Install the oil pump screen and pickup tube.

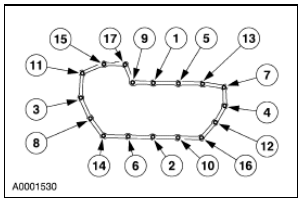


Items 1-3: Oil Pan Installation Note

1. **NOTE:** Make sure all gasket sealing surfaces are clean and dry.

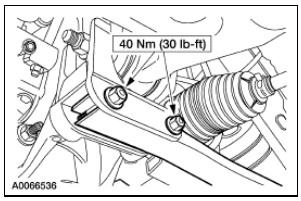
   Install a new oil pan gasket and the oil pan. Tighten the bolts in the sequence shown in two stages.

   - Stage 1: Tighten to 5 Nm (44 lb-in).
   - Stage 2: Tighten to 12 Nm (9 lb-ft).



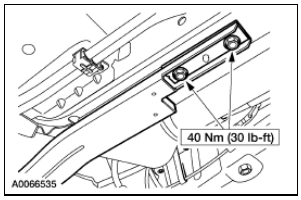
2. **NOTE:** LH is shown, RH is similar.

   Position the lateral support bars and install the bolts.



3. **NOTE:** LH is shown, RH is similar.

   Install the bolts.

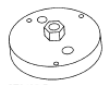


4. Fill the crankcase with clean engine oil.

Flexplate or Flywheel and Crankshaft Rear Seal

Printable View (240 KB)

Special Tool(s)

 ST2495-B	Remover/Installer, Crankshaft Rear Oil Seal 303-647
ST2441-A	Adapter for 204-185 204-208 (T95T-5310-AR2)

Material

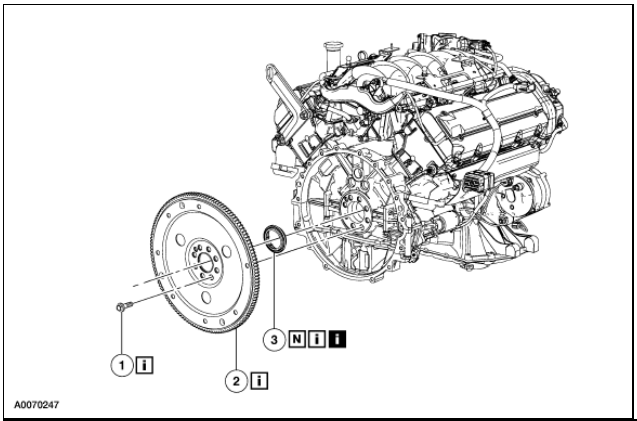
Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H

1. Remove the transmission. For additional information, refer to Section 307-01 .

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Flexplate	1-2
Rear Crankshaft Seal	1-3

3. To install, reverse the removal procedure.

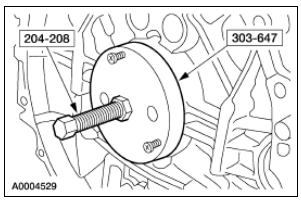


Item	Part Number	Description
1	W704862	Flexplate bolts (8 req'd) Installation Note
2	6K375	Flexplate Installation Note
3	6701	

		Crankshaft rear seal Removal Note
3	6701	Crankshaft rear seal Installation Note

Item 3: Crankshaft Rear Seal Removal Note

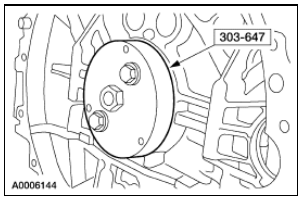
1. Using the special tools, remove the crankshaft rear seal.
   - Discard the seal.



Item 3: Crankshaft Rear Seal Installation Note

1. **NOTE:** Lubricate the crankshaft rear seal with clean engine oil prior to installation.

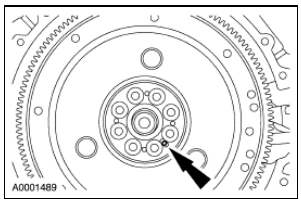
   Using the special tool, install a new crankshaft rear oil seal.



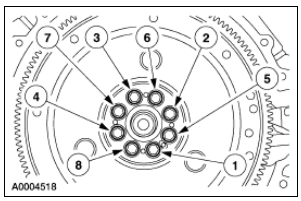
Items 1 and 2: Flexplate Installation Note

1. **NOTE:** The crankshaft dowel must be positioned below the outer face of the flexplate.

   Install the flexplate with the elongated hole over the crankshaft dowel.

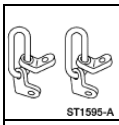


2. Install the flexplate bolts and tighten in two stages in the sequence shown.
   - Stage 1: Tighten to 15 Nm (11 lb-ft).
   - Stage 2: Tighten to 110 Nm (81 lb-ft).

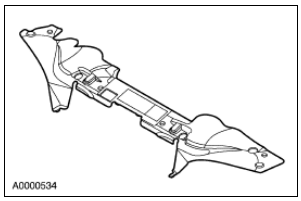


Engine Mount Printable View (280 KB)

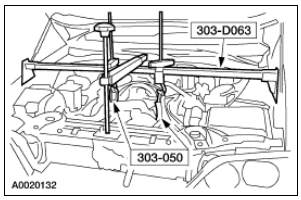
Special Tool(s)

 ST1595-A	Lifting Bracket, Engine 303-050 (T70P-6000)
ST1703-A	Support Bar, Engine 303-D063 (D88L-6000-A)

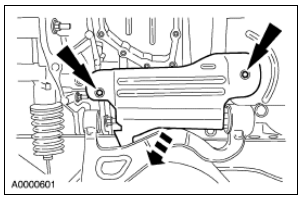
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A or Section 303-04B .
4. Remove the upper radiator sight shield.



5. Install the special tools and support the engine.



6. Remove the LH and the RH lower splash shield.

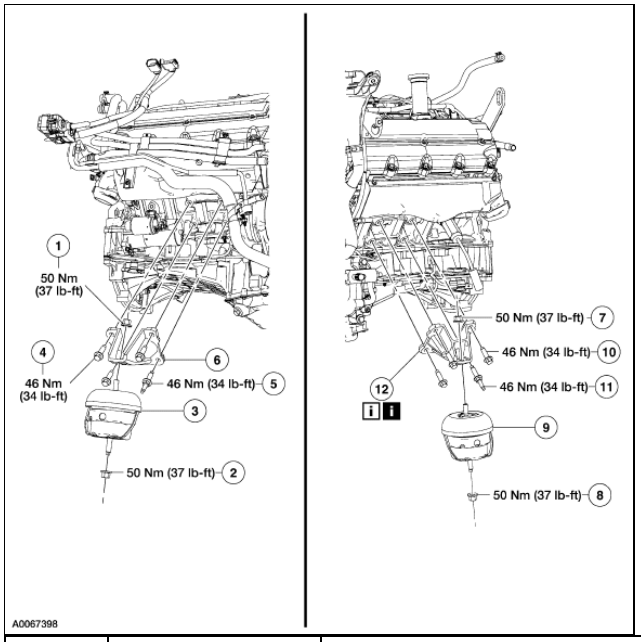


7. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps

RH Motor Mount	1-6
LH Motor Mount	7-12

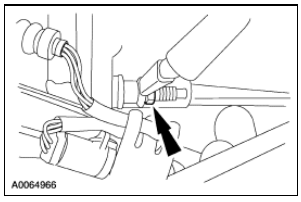
8. To install, reverse the removal procedure.



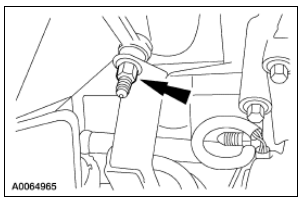
Item	Part Number	Description
1	6A005	LH motor mount upper nut
2	6754	LH motor mount lower nut
3	6754B	LH motor mount
4	W500234	LH motor mount bracket bolts (3 req'd)
5	W705399	LH motor mount bracket stud
6	6061	LH motor mount bracket
7	6A005	RH motor mount upper nut
8	6754	RH motor mount lower nut
9	6754B	RH motor mount
10	W500234	RH motor mount bracket bolts (3 req'd)
11	W705399	RH motor mount bracket stud
12	6057	RH motor mount bracket Removal Note
12	6057	RH motor mount bracket Installation Note

Item 12: RH Motor Mount Bracket Removal Note

1. Remove the nut and disconnect the starter motor ground cable.

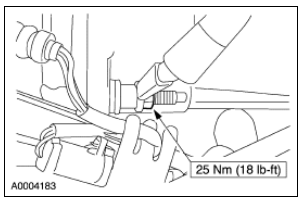


2. Remove the nut and disconnect the wiring harness support bracket from the engine mount bracket.

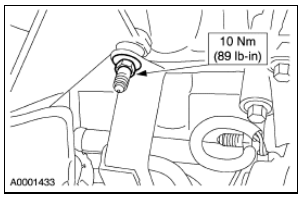


Item 12: RH Motor Mount Bracket Installation Note

1. Connect the starter motor ground cable and install the nut.



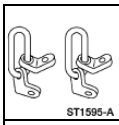
2. Connect the wiring harness support bracket to the engine mount bracket and install the nut.



Engine

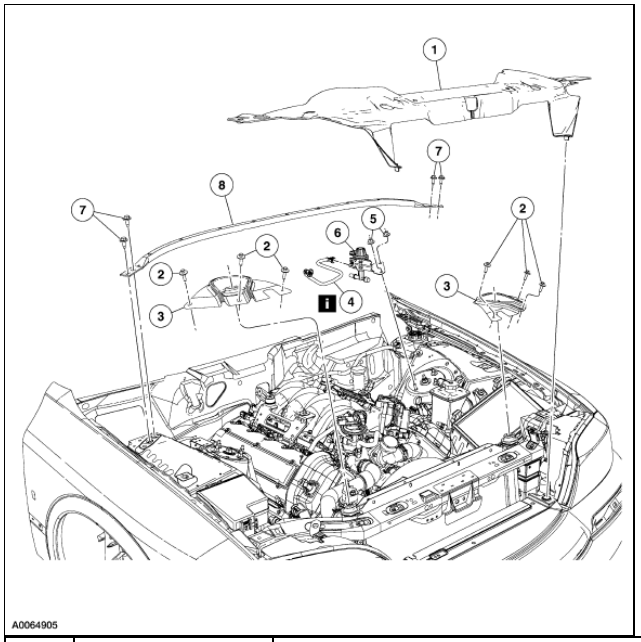
Printable View (2283 KB)

Special Tool(s)

 ST1595-A	Lifting Brackets, Engine 303-050 (T70P-6000)
ST1602-A	Spreader Bar 303-D089 (D93P-6001-A3)

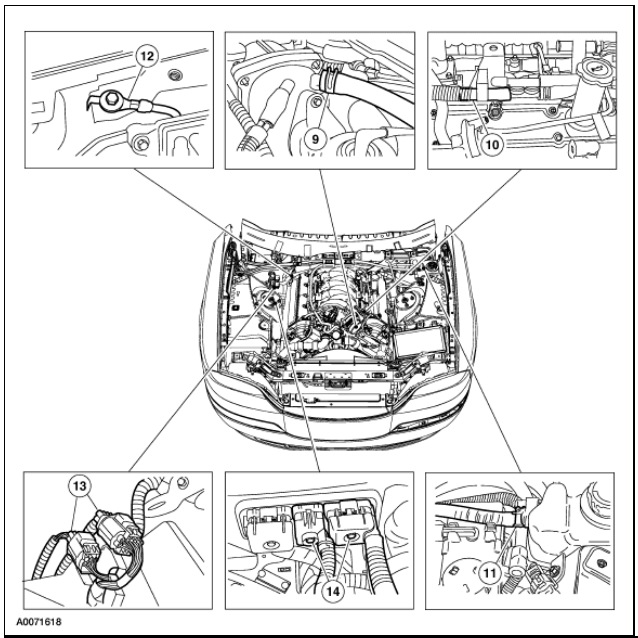
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Remove the air cleaner inlet. For additional information, refer to Section 303-04B .
4. ⚠ **CAUTION: The coolant drain procedure must be followed exactly or damage to the engine can occur.**

   Drain the engine coolant. For additional information, refer to Section 303-03 .
5. Discharge the A/C system. For additional information, refer to Section 412-00 .
6. Remove the power steering pump reservoir bolts. For additional information, refer to Section 205-00 .
7. Remove the cowl vent screens. For additional information, refer to Section 501-00 .
8. Disconnect the fuel hose. For additional information, refer to Section 310-00 .
9. Remove the fresh air filter panel. For additional information, refer to Section 412-00 .
10. Remove the front wheels and tires. For additional information, refer to Section 204-00 .
11. Remove the LH and the RH inner splash shields.
12. Remove the driveshaft. For additional information, refer to Section 205-00 .
13. Remove the three-way catalytic converter (TWC). For additional information, refer to Section 309-00 .
14. Illustration 1 of 13. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	8C291	Upper radiator sight shield
2	N606677	Upper radiator support bracket bolts
3	8226-A/8227-A	Upper radiator support bracket
4	9D289A	Vapor management valve (VMV) vacuum hose Removal Note
5		VMV bracket nuts
6	31304	VMV
7	W708009	Strut tower brace bolts
8	3B328A	Strut tower brace

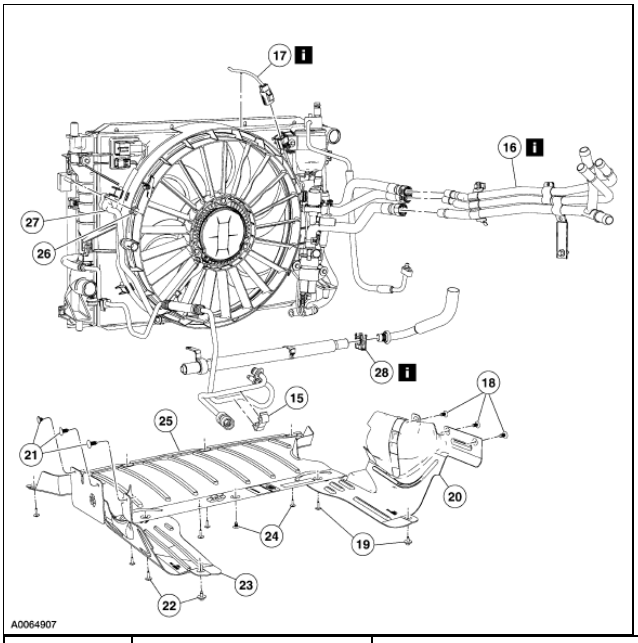
15. Illustration 2 of 13. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
9		Vacuum supply hose

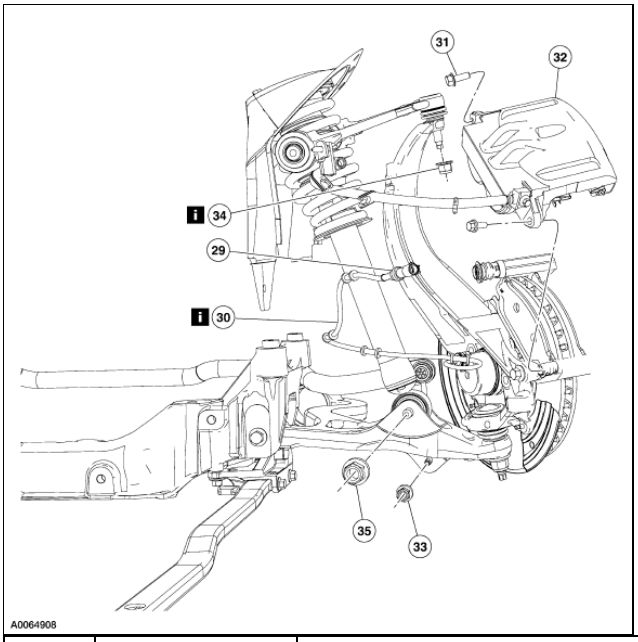
10		Vacuum hose
11		Degas bottle hose
12		Ground strap
13		Powertrain bulkhead electrical connectors
14		Powertrain control module electrical connectors

16. Illustration 3 of 13. Remove the components in the order indicated in the illustration and table.



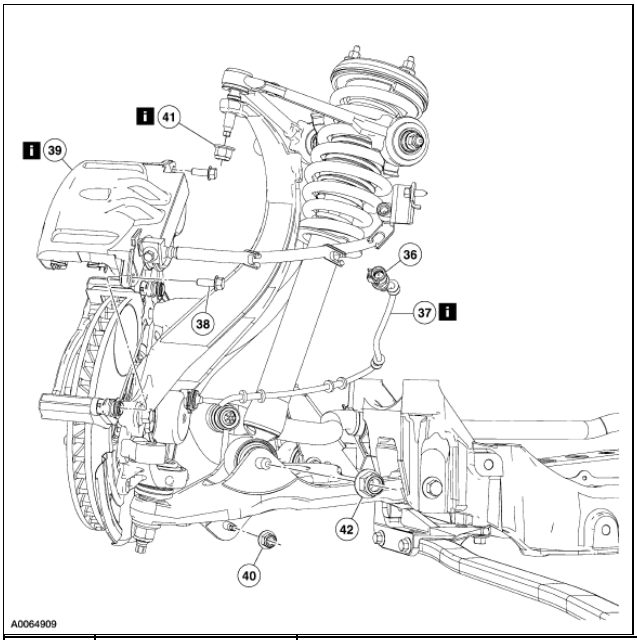
Item	Part Number	Description
15	3A713A	Power steering pressure hose clip
16	18C553A	Heater hoses Removal Note
17	14A624	Water valve electrical connector Removal Note
18	388577	Push pins
19	N801169	Bolts
20	8C379	Splash shield
21	388577	Push pins
22	N801169	Bolts
23	8C379	Splash shield
24	N801169	Bolts
25	8C379	Splash shield
26		A/C line nut
27		A/C high pressure hose
28	19A83	A/C low pressure hose Removal Note

17. Illustration 4 of 13. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
29	2B663	Anti-lock brake sensor electrical connector
30	2B663	Anti-lock brake sensor harness Removal Note
31	2B118	Brake caliper bolts (2 req'd)
32	2B119	Brake caliper (position aside)
33	W50213	Stabilizer bar nut
34	W520214	Upper ball joint nut Removal Note
35	W50213	Lower strut mount nut and bolt

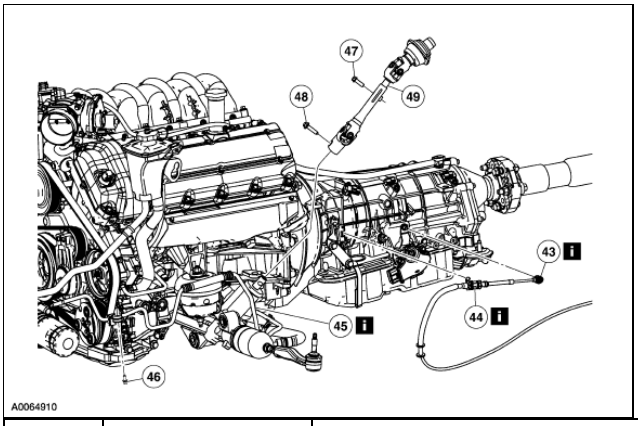
18. Illustration 5 of 13. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
36	2B663	Anti-lock brake sensor electrical connector

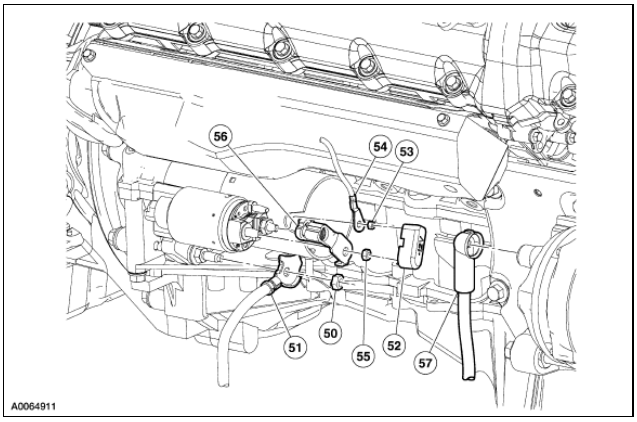
37	2B663	Anti-lock brake sensor harness Removal Note
38	2B118	Brake caliper bolts (2 req'd)
39	2B119	Brake caliper Removal Note
40	W50213	Stabilizer bar nut
41	W520214	Upper ball joint nut Removal Note
42	W50213	Lower strut mount nut and bolt

19. Illustration 6 of 13. Remove the components in the order indicated in the following illustration and table.



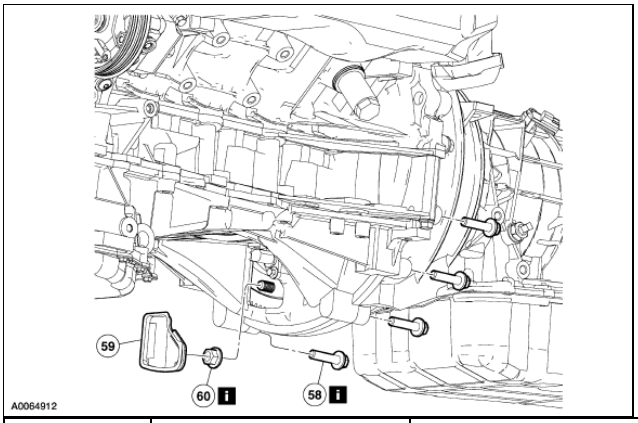
Item	Part Number	Description
43	7A395	Shift cable Removal Note
44	7A395	Shift cable Removal Note
45		Power steering rack electrical connectors Removal Note
46	W500213	Power steering retaining bolt
47	110401	Steering shaft bolt
48	W705113	Steering coupling bolt
49	110400	Steering shaft

20. Illustration 7 of 13. Remove the components in the order indicated in the following illustration and table.



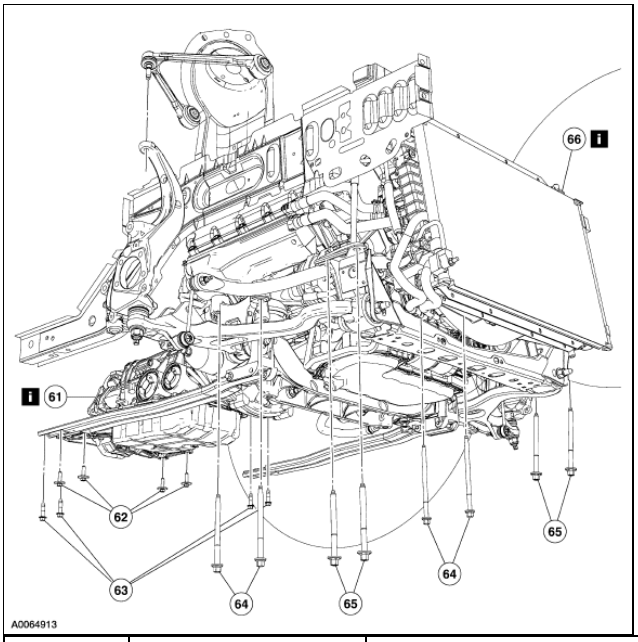
Item	Part Number	Description
50	N500617	Ground cable nut
51	14305	Ground cable
52	11N087	Starter motor terminal cover
53	N800136	Starter motor terminal nut
54		Starter motor electrical connector
55	N800136	Starter motor terminal nut
56		Starter motor electrical connector
57		Generator electrical connector

21. Illustration 8 of 13. Remove the components in the order indicated in the following illustration and table.



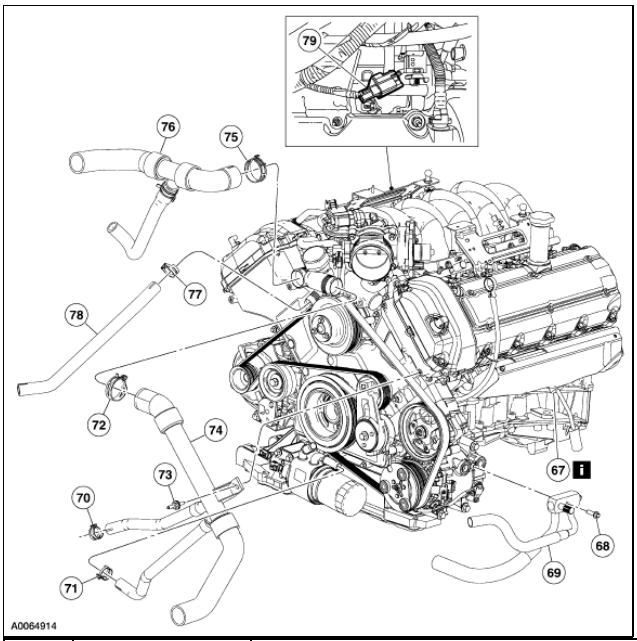
Item	Part Number	Description
58	W500120	Transmission to engine bolts Removal Note
59	7N840	Flexplate bolt cover
60		Torque converter nuts Removal Note

22. Illustration 9 of 13. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
61		Engine and transmission assembly Removal Note
62	W704971	Transmission crossmember bolts
63	W707186	Crossmember brace bolts
64	W706329	Center crossmember bolts
65	W708091	Front crossmember bolts
66		Engine and transmission assembly Removal Note

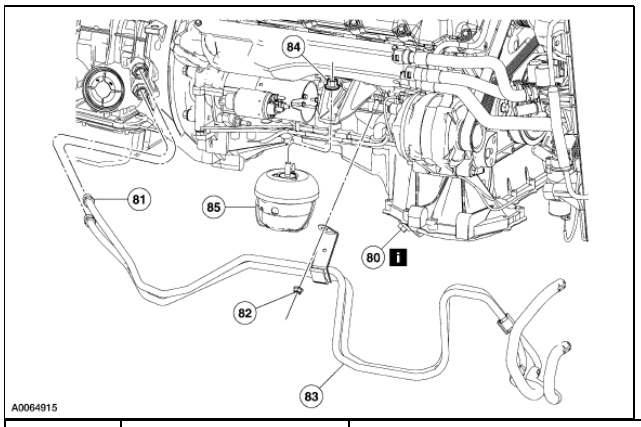
23. Illustration 10 of 13. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
67		Block heater electrical connector (part of 12B637)

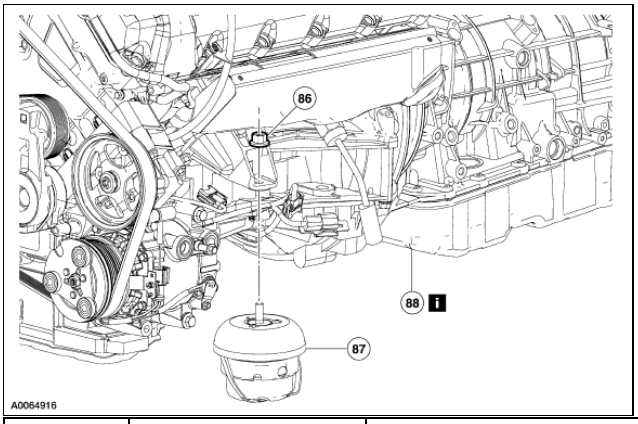
		Removal Note
68		A/C manifold bolt
69	19E559	A/C manifold
70	15161	Oil cooler hose clamp
71	15161	Oil cooler hose clamp
72	15151	Lower radiator hose clamp
73	W701808	Lower radiator hose bolt
74	8B273	Lower radiator hose
75	15151	Upper radiator hose clamp
76	8B274	Upper radiator hose
77	15161	Heater hose clamp
78	18K580	Heater hose
79		Knock sensor electrical connector (part of 12B637)

24. Illustration 11 of 13. Remove the components in the order indicated in the following illustration and table.



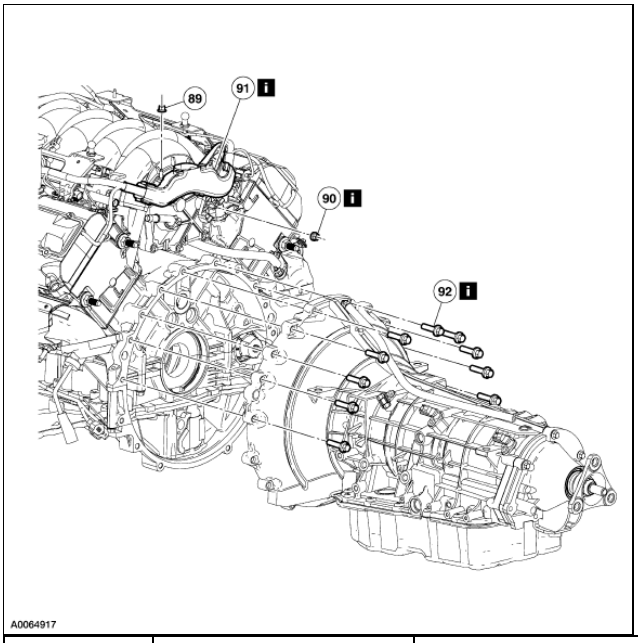
Item	Part Number	Description
80		Engine and transmission assembly Removal Note
81		Transmission cooler line fittings
82		Transmission cooler line bracket nut
83	070200	Transmission cooler lines
84	N621942	Engine mount nut
85	6A003	Engine mount

25. Illustration 12 of 13. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
86	N621942	Motor mount nut
87	6A003	Motor mount
88		Engine and transmission assembly Removal Note

26. Illustration 13 of 13. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
89	N520415	Wiring harness retainer nut
90	N520415	Wiring harness retainer nut Removal Note
91	12B637	Engine wiring harness Removal Note
92	W500120	Engine-to-transmission bolts Removal Note

Item 4: Vacuum Hose Removal Note

1. ⚠ **CAUTION: To disconnect the Norma fitting, squeeze the tabs and pull straight out or damage to the fitting can occur.**

Remove the vacuum hose.

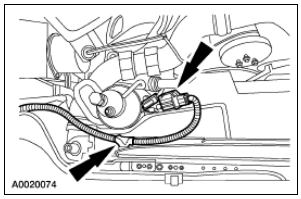
Item 16: Heater Hoses Removal Note

1. **NOTE:** Mark the position of the heater hoses for correct installation.

   Disconnect the heater hoses from the water control valve.

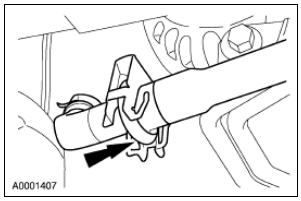
Item 17: Water Valve Electrical Connector Removal Note

1. Disconnect the water valve electrical connector, unclip the harness from the radiator support and position the harness aside.



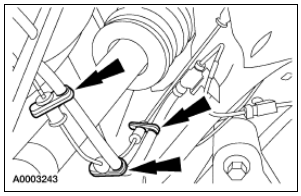
Item 28: A/C Low Pressure Hose Removal Note

1. Disconnect the low pressure A/C hose.



Item 30: Anti-lock Brake Sensor Harness Removal Note

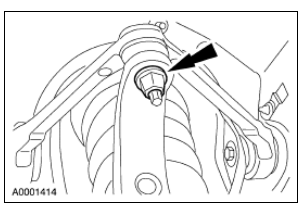
1. Unclip the anti-lock brake harness from the brake hose.



Item 34: Upper Ball Joint Nut Removal Note

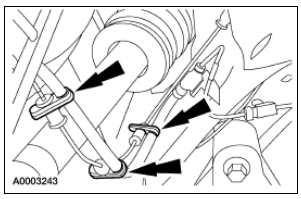
1. **NOTE:** Hold the external hex when removing the ball joint nuts to prevent damage to the ball joint.

   Remove the nut and separate the ball joint from the spindle.



Item 37: Anti-lock Brake Sensor Harness Removal Note

1. Unclip the anti-lock brake harness from the brake hose.



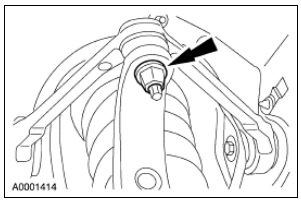
Item 39: Brake Caliper Removal Note

1. Position the brake caliper aside.

Item 41: Upper Ball Joint Nut Removal Note

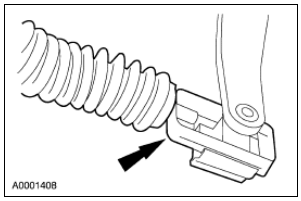
1. **NOTE:** Hold the external hex when removing the ball joint nuts to prevent damage to the ball joint.

   Remove the nut and separate the ball joint from the spindle.



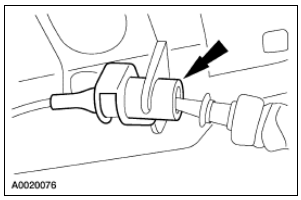
Item 43: Shift Cable Removal Note

1. Disconnect the shift cable from the shifter.



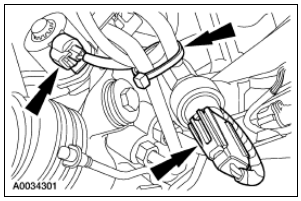
Item 44: Shift Cable Removal Note

1. Unclip the shift cable from the bracket.



Item 45: Power Steering Rack Electrical Connector Removal Note

1. Disconnect the rack and pinion steering unit electrical connectors and remove the tie-strap.



Item 58: Transmission to Engine Bolt Removal Note

1. Remove the lower six transmission-to-engine bolts.

Item 60: Torque Converter Nut Removal Note

1. **NOTE:** Make an identifying mark on the nut, stud, and adapter plate to allow for correct installation.

   Remove the eight torque converter nuts

Item 61: Engine and Transmission Removal Note

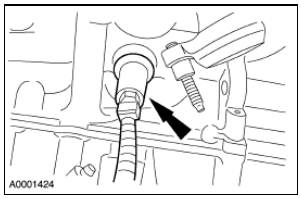
1. Support the rear of the vehicle with suitable safety stands.

Item 66: Engine and Transmission Assembly Removal Note

1. Carefully lower the entire assembly from the vehicle.

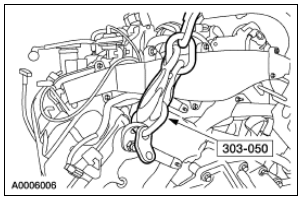
Item 67: Engine Block Heater Removal Note

1. Disconnect the engine block heater electrical connector if equipped.

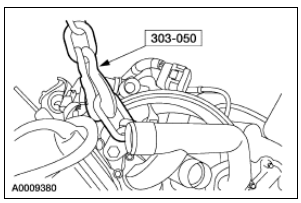


Item 80: Engine and Transmission Assembly Removal Note

1. Install the special tool.



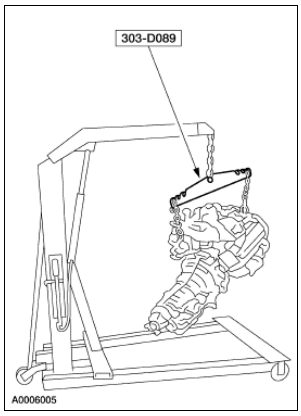
2. Install the special tool.



3. Using the special tool and an engine crane, support the engine and transmission in the front subframe.

Item 88: Engine and Transmission Removal Note

1. Using the special tool and an engine crane, move the engine and transmission from the subframe to rest on the floor or on a bench.

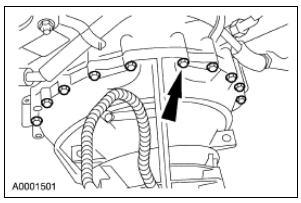


Item 90 and 91: Engine Wiring Harness Removal Note

1. Remove the nuts and position the harness aside.

Item 92: Engine to Transmission Bolt Removal Note

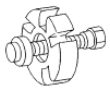
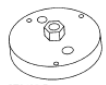
1. Remove the bolts and separate the engine from the transmission.



Engine

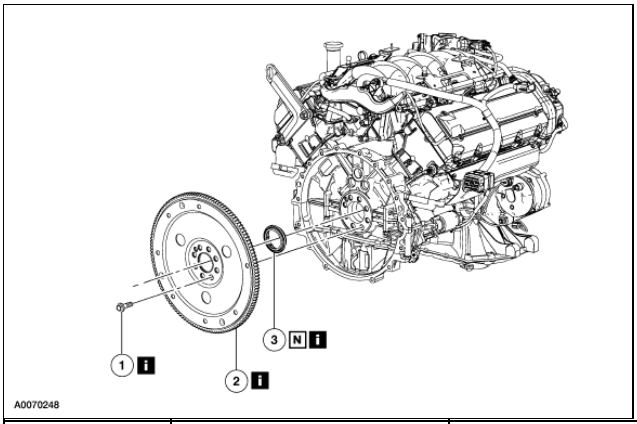
Printable View (5047 KB)

Special Tool(s)

 ST1286-A	Remover, Crankshaft Vibration Damper 303-009 (T58P-6316-D)
 ST2495-B	Remover/Installer, Crankshaft Rear Oil Seal 303-647
ST2441-A	Adapter for 204-185 204-208 (T95T-5310-AR2)
ST1385-A	Remover, Oil Seal 303-409 (T92C-6700-CH)
ST2398-B	Aligner, Camshaft 303-530

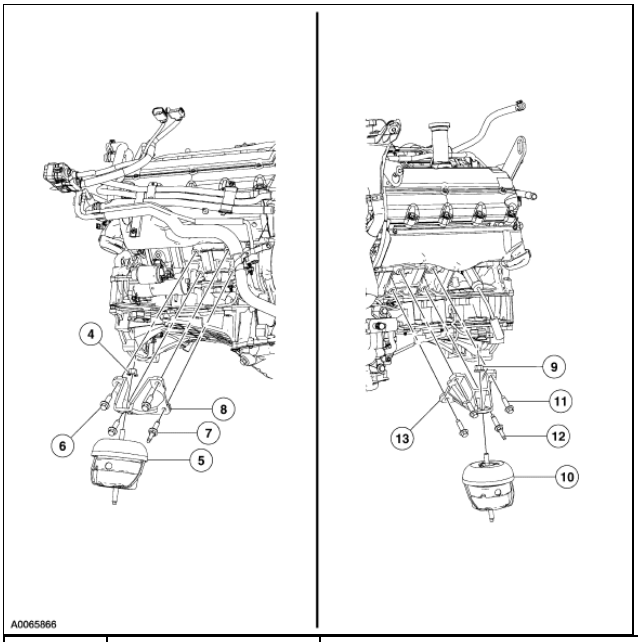
Disassembly

1. Remove the components in the order indicated in the following illustration and table. Illustration 1 of 23.



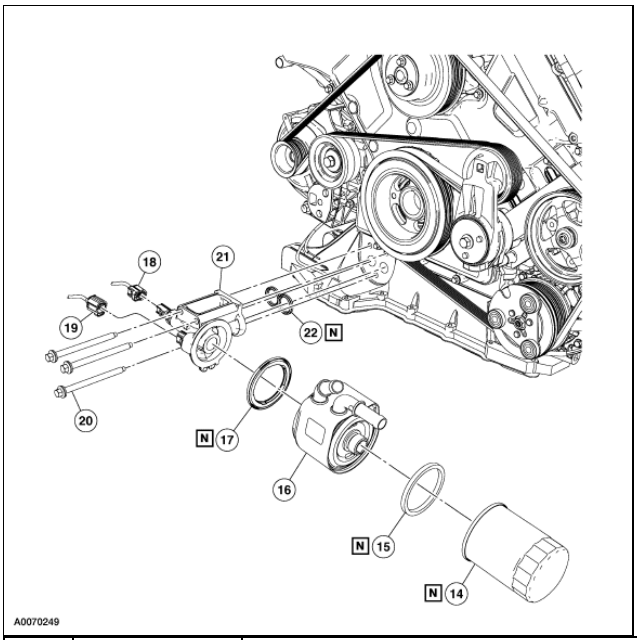
Item	Part Number	Description
1	W704862	Flexplate bolts (6 req'd) Disassembly Note
2	6K375	Flexplate Disassembly Note
3	6701	Crankshaft rear seal Disassembly Note

2. Remove the components in the order indicated in the following illustration and table. Illustration 2 of 23.



Item	Part Number	Description
4	6A005	LH motor mount upper nut
5	6754-B	LH motor mount
6	W500234	LH motor mount bracket bolts (3 req'd)
7	W705399	LH motor mount bracket stud
8	6061	LH motor mount bracket
9	6A005	RH motor mount upper nut
10	6754-B	RH motor mount
11	W500234	RH motor mount bracket bolts (3 req'd)
12	W705399	RH motor mount bracket stud
13	6037	RH motor mount bracket

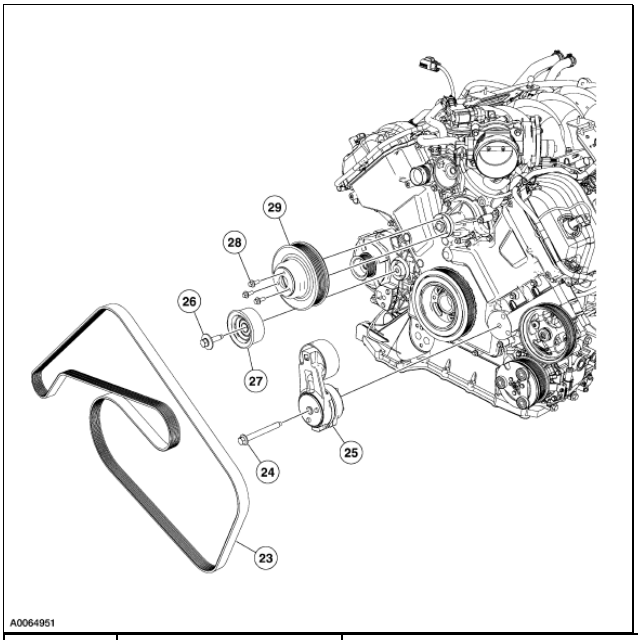
3. Remove the components in the order indicated in the following illustration and table. Illustration 3 of 23.



Item		Description

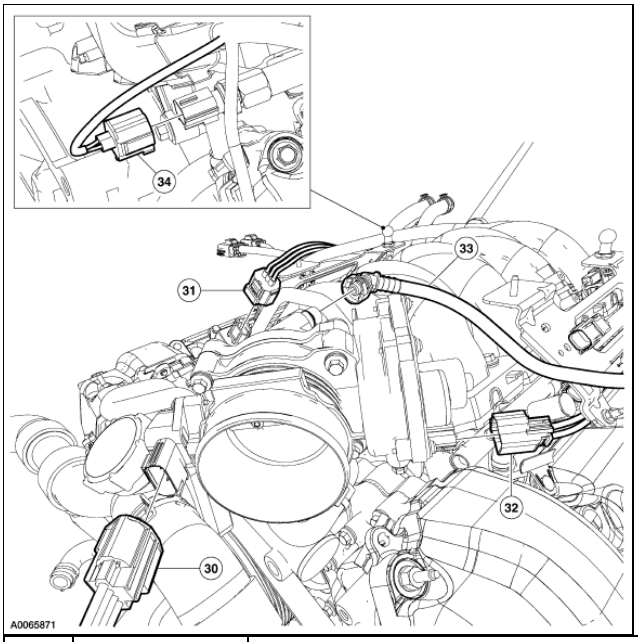
	Part Number	
14	6731	Oil filter
15		Oil filter O-ring seal (part of 6731)
16	6A642	Oil cooler
17	8A586	Oil cooler O-ring seal
18		Oil pressure sensor electrical connector (part of 12B637)
19		Oil temperature sensor electrical connector (part of 12B637)
20	W701532	Oil filter adapter bolts (3 req'd)
21	6A643	Oil filter adapter
22		Oil filter adapter O-ring seals (2 req'd)

4. Remove the components in the order indicated in the following illustration and table. Illustration 4 of 23.



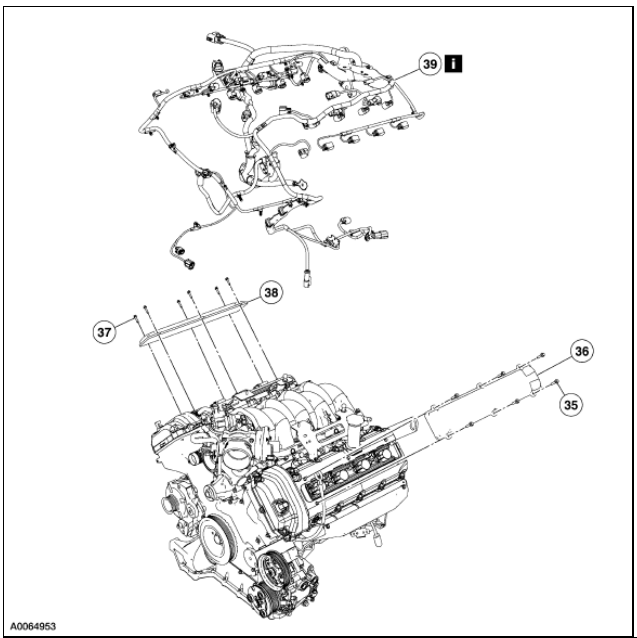
Item	Part Number	Description
23	8620	Accessory drive belt
24	W500329	Accessory drive belt tensioner bolt
25	6B209	Accessory drive belt tensioner
26	W500321	Accessory drive belt idler pulley bolt
27	10C399	Accessory drive belt idler pulley
28	W705629	Coolant pump pulley bolts (3 req'd)
29	8509	Coolant pump pulley

5. Remove the components in the order indicated in the following illustration and table. Illustration 5 of 23.



Item	Part Number	Description
30	12B637	Throttle position sensor (TPS) electrical connector
31	12B637	Fuel pressure sensor electrical connector
32	12B637	Electronic throttle control (ETC) electrical connector
33	9D289	Vapor management valve (VMV) purge hose
34	12B637	Fuel rail temperature sensor electrical connector

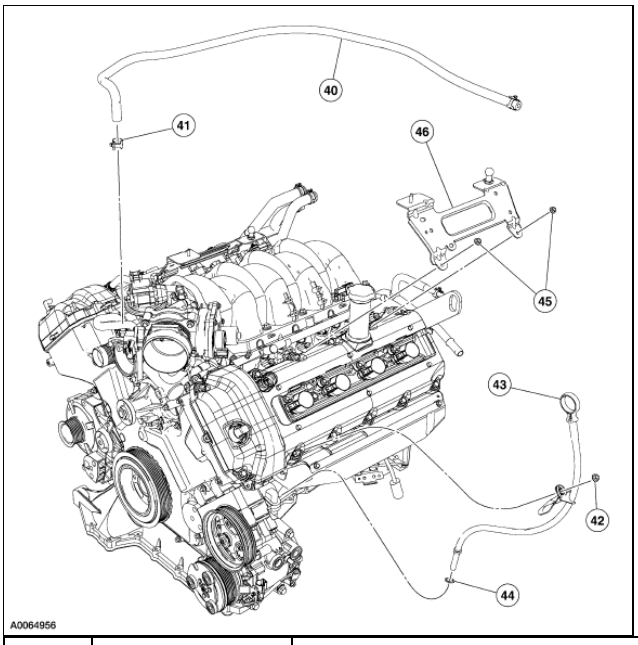
6. Remove the components in the order indicated in the following illustration and table. Illustration 6 of 23.



Item	Part Number	Description
35	W500205	LH coil cover bolts (6 req'd)
36	12065	LH coil cover

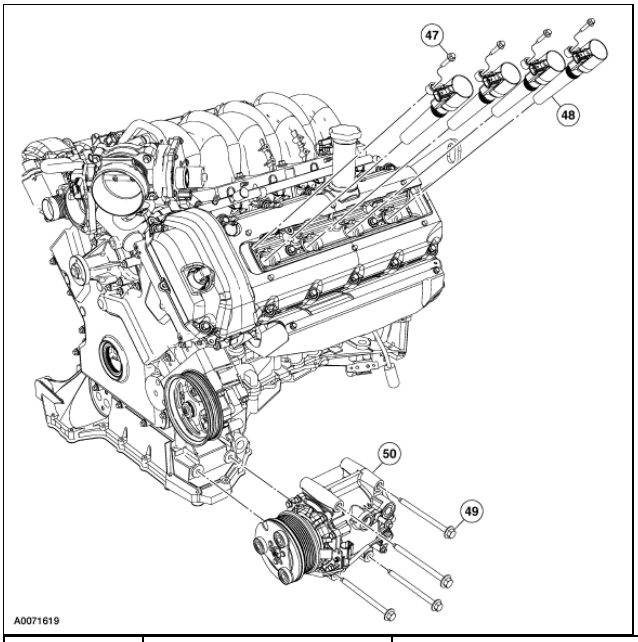
37	W500205	RH coil cover bolts (6 req'd)
38	12065	RH coil cover
39	12B637	Engine wiring harness Disassembly Note

7. Remove the components in the order indicated in the following illustration and table. Illustration 7 of 23.



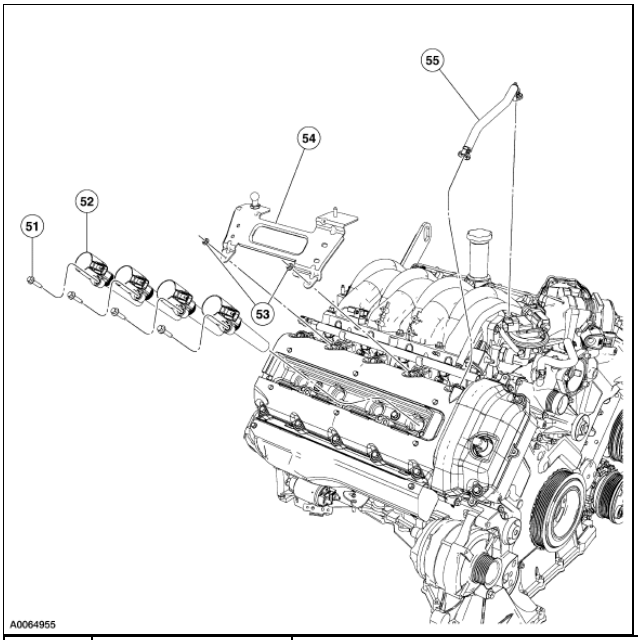
Item	Part Number	Description
40	8276	Vacuum hose
41		Vacuum hose clamp (part of 8276)
42	W520411	Oil level indicator tube bolt
43	6754	Oil level indicator and tube
44	6B033	Oil level indicator tube O-ring seal
45	W520411	Engine cover support bracket nuts (2 req'd)
46	120723	Engine cover support bracket

8. Remove the components in the order indicated in the following illustration and table. Illustration 8 of 23.



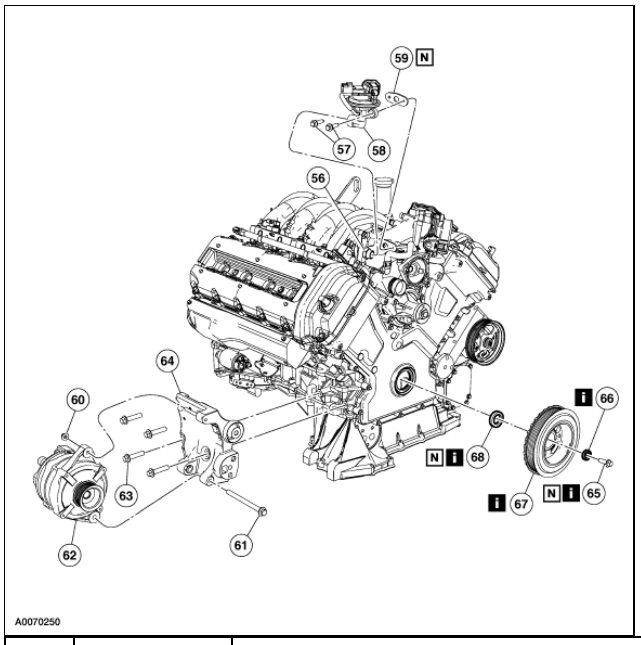
Item	Part Number	Description
47	W500205	LH ignition coil bolts (4 req'd)
48	12A366	LH ignition coils (4 req'd)
49	W705825	A/C compressor bolts (4 req'd)
50	12D629	A/C compressor

9. Remove the components in the order indicated in the following illustration and table. Illustration 9 of 23.



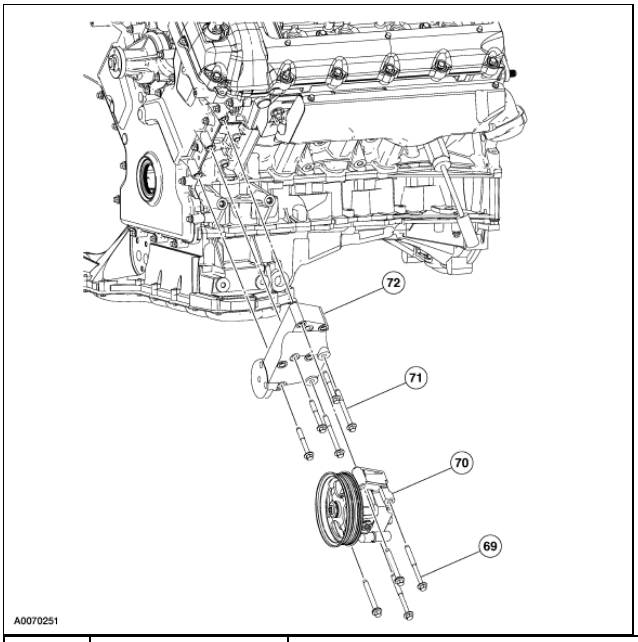
Item	Part Number	Description
51		RH ignition coil bolts (4 req'd)
52	12A366	RH ignition coils (4 req'd)
53		Engine cover support bracket nuts (2 req'd)
54	129723	Engine cover support bracket
55	6C342	Breather hose

10. Remove the components in the order indicated in the following illustration and table. Illustration 10 of 23.



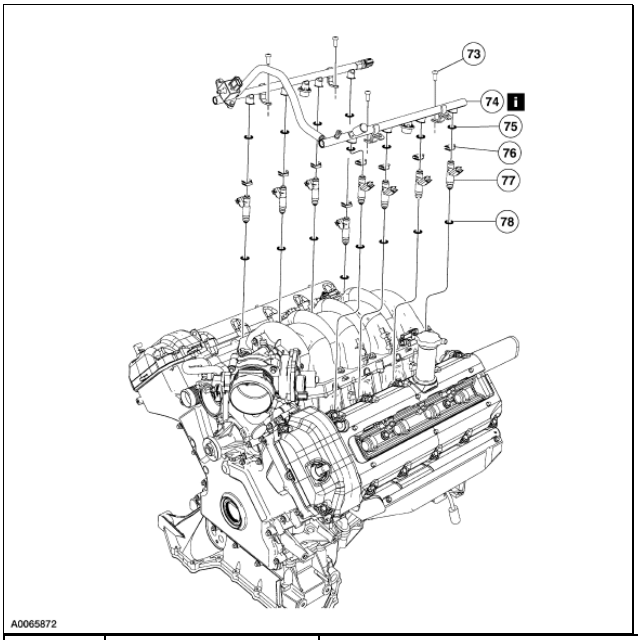
Item	Part Number	Description
56	9D477	Exhaust gas recirculation (EGR) system module-to-exhaust manifold tube
57	W701232	EGR system module bolts (2 req'd)
58	W527351	EGR system module
59	9D476	EGR system module gasket
60		Generator nut
61	W700252	Generator bolt
62		Generator
63	W500321	Generator bracket bolts (4 req'd)
64	10039	Generator bracket
65	W705542	Crankshaft pulley bolt Disassembly Note
66	W704965	Crankshaft pulley washer Disassembly Note
67	6516	Crankshaft pulley Disassembly Note
68	6700	Crankshaft front seal Disassembly Note

11. Remove the components in the order indicated in the following illustration and table. Illustration 11 of 23.



Item	Part Number	Description
69		Power steering pump bolts (4 req'd)
70	3A696	Power steering pump
71		Power steering pump bracket bolts (5 req'd)
72	3K738	Power steering pump bracket

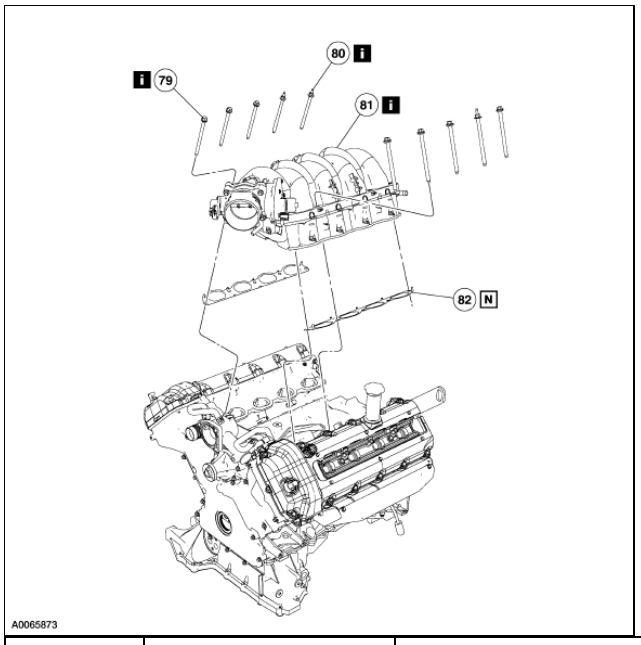
12. Remove the components in the order indicated in the following illustration and table. Illustration 12 of 23.



Item	Part Number	Description
73	N811425	Fuel charge manifold bolts (4 req'd)
74	N811425	Fuel charge manifold Disassembly Note
75		Fuel injector anti-rotation clips (8 req'd)
76		Fuel injector O-ring seals (8 req'd)
77	9F593	Fuel injectors (8 req'd)

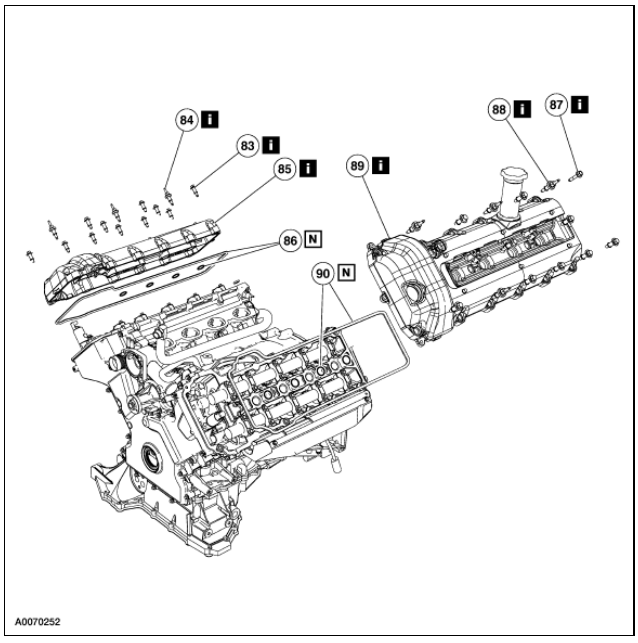
78		Fuel injector O-ring seals (8 req'd)

13. Remove the components in the order indicated in the following illustration and table. Illustration 13 of 23.



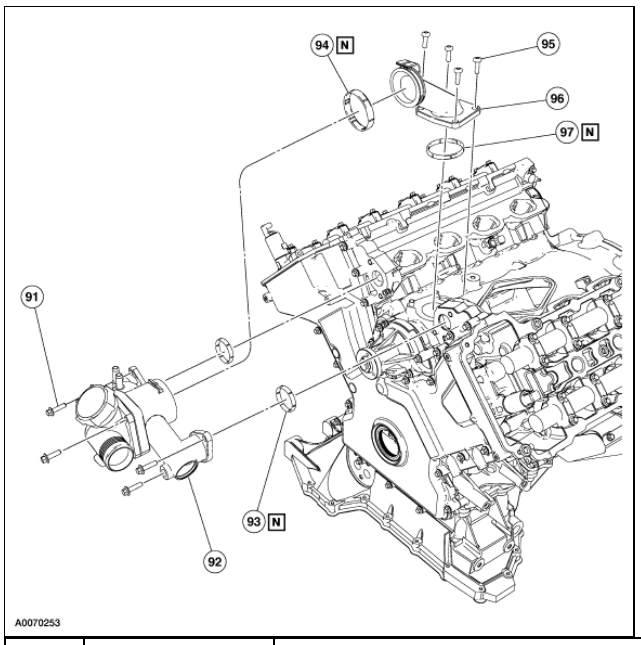
Item	Part Number	Description
79	W704916	Intake manifold bolts (7 req'd) Disassembly Note
80	W708238	Intake manifold studs (3 req'd) Disassembly Note
81	9424	Intake manifold Disassembly Note
82	9P851	Intake manifold gaskets

14. Remove the components in the order indicated in the following illustration and table. Illustration 14 of 23.



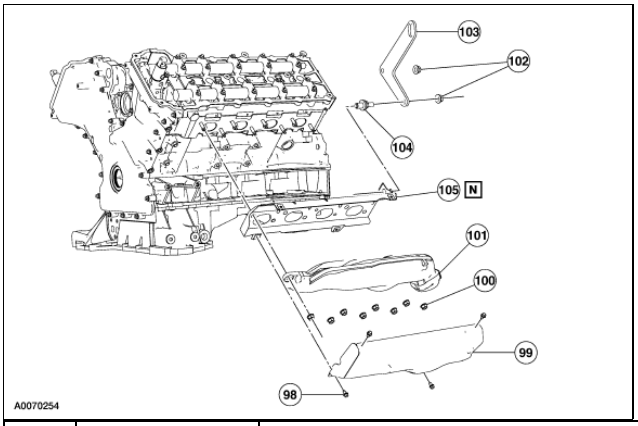
Item	Part Number	Description
83	6065	RH valve cover bolts (11 req'd) Disassembly Note
84	6049	RH valve cover studs (3 req'd) Disassembly Note
85	6051	RH valve cover Disassembly Note
86	6065	RH valve cover gaskets
87	6050	LH valve cover bolts (10 req'd) Disassembly Note
88	6083	LH valve cover studs (4 req'd) Disassembly Note
89	6050	LH valve cover Disassembly Note
90	6083	LH valve cover gaskets

15. Remove the components in the order indicated in the following illustration and table. Illustration 15 of 23.



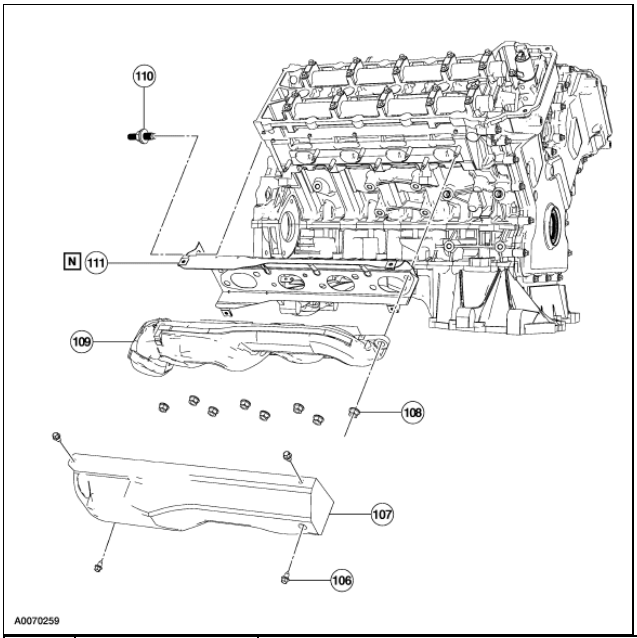
Item	Part Number	Description
91	6050	Coolant bypass housing bolts (4 req'd)
92	6083	Coolant bypass housing
93	6065	Coolant bypass housing O-ring seals (2 req'd)
94	6049	Coolant inlet housing O-ring seal
95	6051	Coolant inlet housing bolts (4 req'd)
96	6065	Coolant inlet housing
97	6050	Coolant inlet housing O-ring seal

16. Remove the components in the order indicated in the following illustration and table. Illustration 16 of 23.



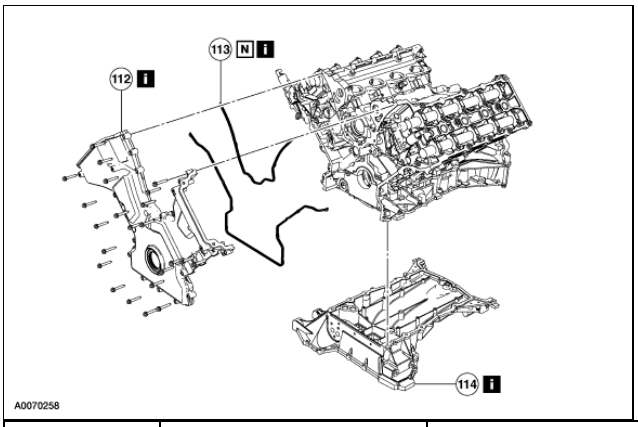
Item	Part Number	Description
98	6065	LH exhaust manifold heat shield bolts (4 req'd)
99	6049	LH exhaust manifold heat shield
100	6051	LH exhaust manifold nuts (8 req'd)
101	6065	LH exhaust manifold
102	6050	Lifting eye nuts (2 req'd)
103	6083	Lifting eye
104	6065	Stud
105	6065	LH exhaust manifold gasket

17. Remove the components in the order indicated in the following illustration and table. Illustration 17 of 23.



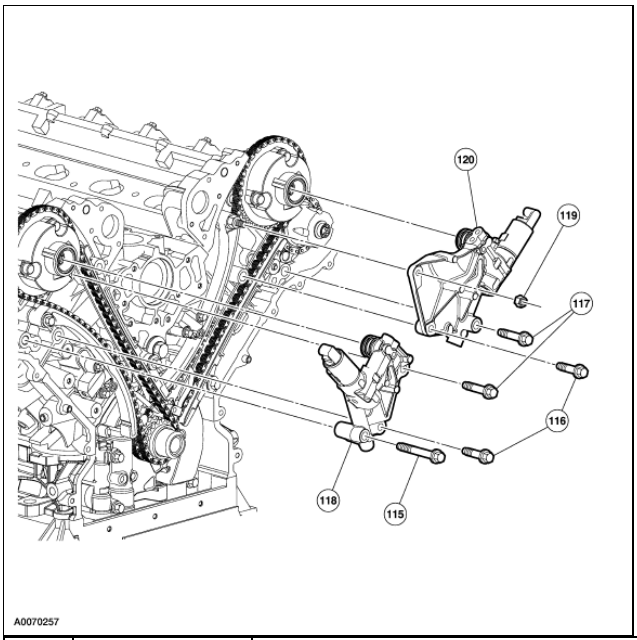
Item	Part Number	Description
106	6065	RH exhaust manifold heat shield bolts (4 req'd)
107	6049	RH exhaust manifold heat shield
108	6051	RH exhaust manifold nuts (8 req'd)
109	6065	RH exhaust manifold
110	6065	Stud
111	6065	RH exhaust manifold gasket

18. Remove the components in the order indicated in the following illustration and table. Illustration 18 of 23.



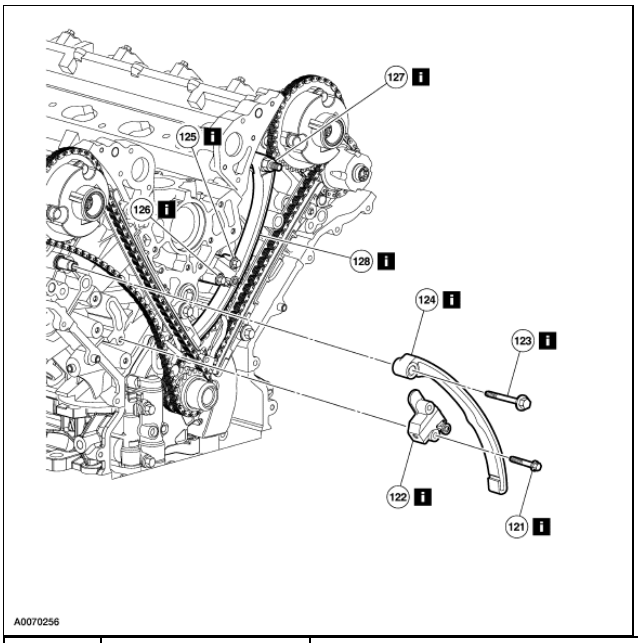
Item	Part Number	Description
112	6059	Engine front cover Disassembly Note
113	6020	Engine front cover gaskets Disassembly Note
114	6675	Sump body assembly Disassembly Note

19. Remove the components in the order indicated in the following illustration and table. Illustration 19 of 23.



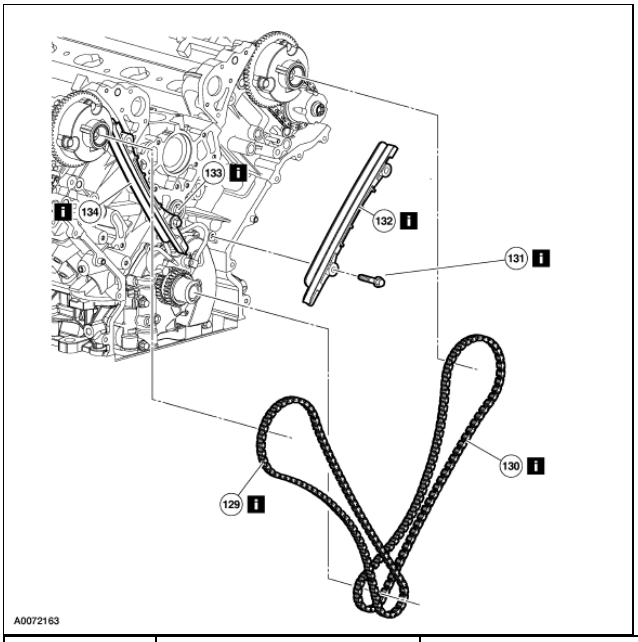
Item	Part Number	Description
115	W500316	RH variable valve timing (VCT) bush carrier bolt
116	W500310	RH VCT bush carrier bolts (2 req'd)
117	W500313	LH VCT bush carrier bolts (2 req'd)
118	6C260	RH VCT bush carrier
119	W520412	LH VCT bush carrier nut
120	6C261	LH VCT bush carrier

20. Remove the components in the order indicated in the following illustration and table. Illustration 20 of 23.



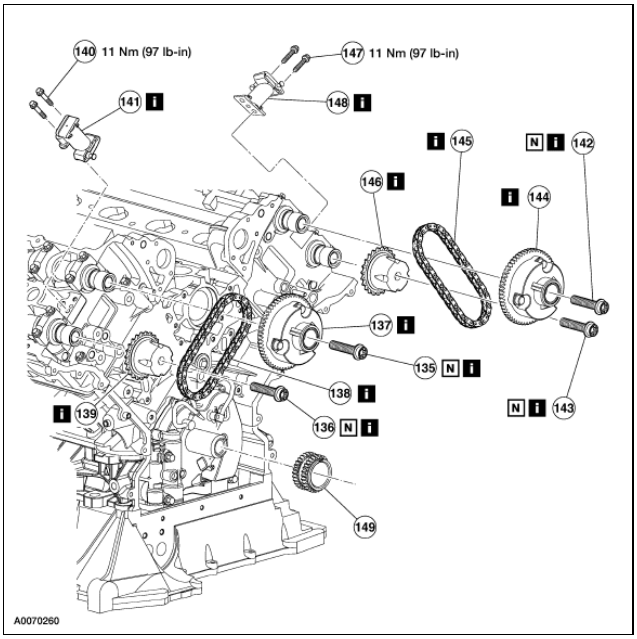
Item	Part Number	Description
121	W500301	RH timing chain tensioner bolts (2 req'd) Disassembly Note
122	6K254	RH timing chain tensioner Disassembly Note
123	W701973	RH timing chain tensioner arm bolt Disassembly Note
124	6L266	RH timing chain tensioner arm Disassembly Note
125	6A005	LH timing chain tensioner bolts (2 req'd) Disassembly Note
126	6K254	LH timing chain tensioner Disassembly Note
127	W500301	LH timing chain tensioner arm bolt Disassembly Note
128	2L266	LH timing chain tensioner arm Disassembly Note

21. Remove the components in the order indicated in the following illustration and table. Illustration 21 of 23.



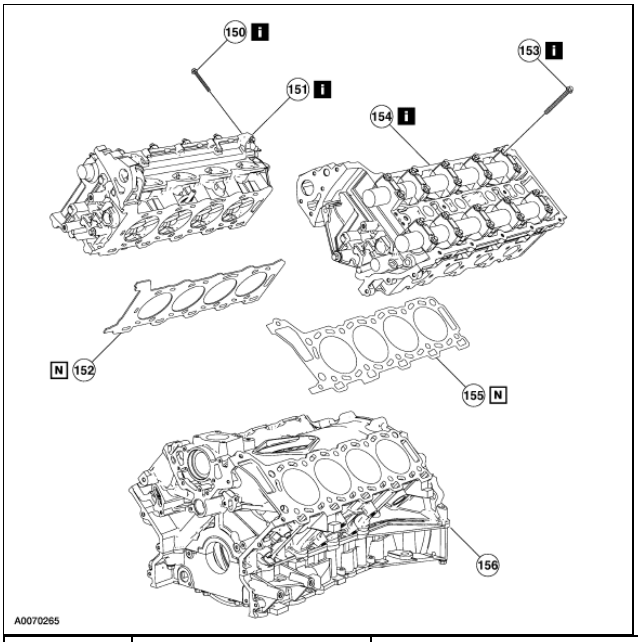
Item	Part Number	Description
129	6A005	RH timing chain Disassembly Note
130	6A005	LH timing chain Disassembly Note
131	6A005	LH timing chain guide bolt Disassembly Note
132	6A005	LH timing chain guide Disassembly Note
133	6A005	RH timing chain guide bolt Disassembly Note
134	6A005	RH timing chain guide Disassembly Note

22. Remove the components in the order indicated in the following illustration and table. Illustration 22 of 23.



Item	Part Number	Description
135	6279	RH VCT unit bolt Disassembly Note
136	6279	RH exhaust camshaft sprocket bolt Disassembly Note
137	6M288	RH VCT unit Disassembly Note
138	6268	RH secondary timing chain Disassembly Note
139	6C258	RH exhaust camshaft sprocket Disassembly Note
140	W500301	RH secondary timing chain tensioner bolts (2 req'd)
141	6C271	RH secondary timing chain tensioner Disassembly Note
142	6279	LH VCT unit bolt Disassembly Note
143	6279	LH exhaust camshaft sprocket bolt Disassembly Note
144	6M288	LH VCT unit Disassembly Note
145	6268	LH secondary timing chain Disassembly Note
146	6C258	LH exhaust camshaft sprocket Disassembly Note
147	W500301	LH secondary timing chain tensioner bolts (2 req'd)
148	6C271	LH secondary timing chain tensioner Disassembly Note
149	6306	Crankshaft sprocket

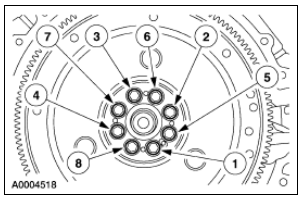
23. Remove the components in the order indicated in the following illustration and table. Illustration 23 of 23.



Item	Part Number	Description
150	6065	RH cylinder head bolts (12 req'd) Disassembly Note
151	6049	RH cylinder head Disassembly Note
152	6051	RH cylinder head gasket
153	6065	LH cylinder head bolts (12 req'd) Disassembly Note
154	6049	LH cylinder head Disassembly Note
155	6051	LH cylinder head gasket
156	6009	Short block assembly

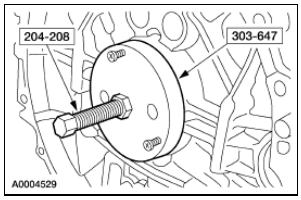
Items 1 and 2: Flexplate Disassembly Note

1. Remove the flexplate.
    - Remove the bolts in the sequence shown.
    - Remove the flexplate.



Item 3: Crankshaft Rear Seal Disassembly Note

1. Using the special tools, remove the rear main seal.
    - Discard the seal.

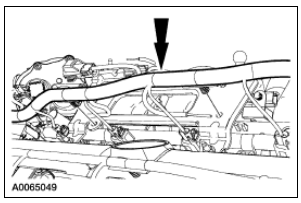


2. Install the engine on a suitable engine stand.

Item 39: Engine Wiring Harness Disassembly Note

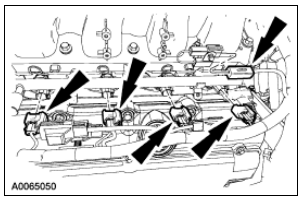
1. **NOTE:** LH is shown, RH is similar.

   Disconnect the engine wiring harness retainers from the engine appearance cover support bracket.

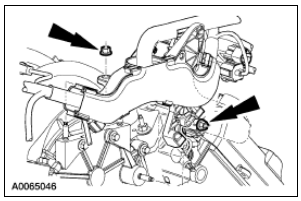


2. **NOTE:** LH is shown, RH is similar.

   Disconnect the fuel injector and radio interference capacitor electrical connectors

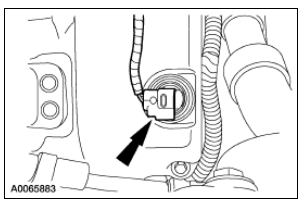


3. Remove the nuts and the engine wiring harness retainer and position aside.

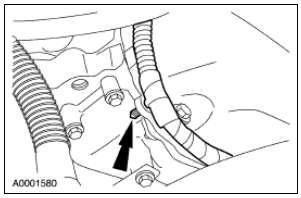


4. **NOTE:** RH is shown, LH is similar.

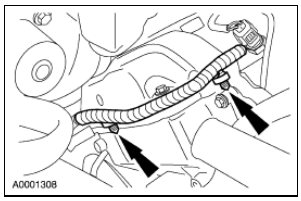
   Disconnect the variable cam timing (VCT) sensor electrical connector.



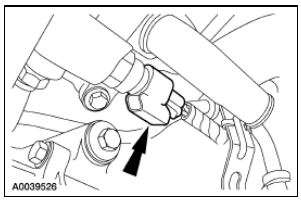
5. Disconnect the wiring harness retainers from the LH valve cover.



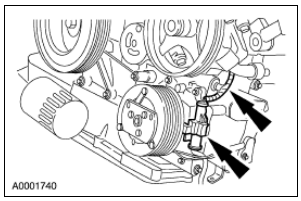
6. Disconnect the three wiring harness retainers from the RH valve cover.



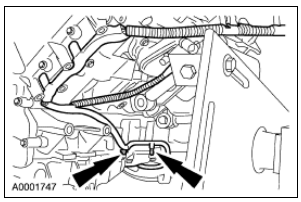
7. Disconnect the power steering pressure (PSP) switch.



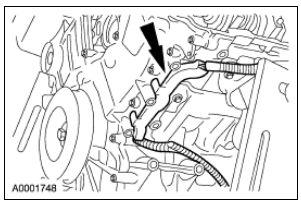
8. Disconnect the A/C electrical connector and the retaining clip.



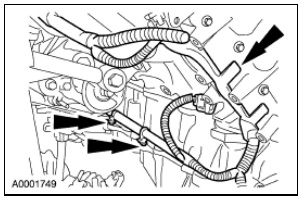
9. Disconnect the two pin-type retainers.



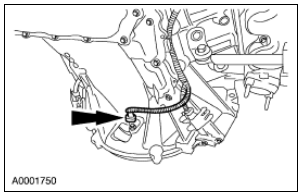
10. Remove the wiring harness from the front cover.



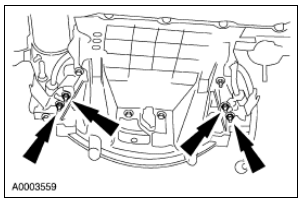
11. Remove the wiring harness from the front cover.



12. Disconnect the crankshaft position (CKP) sensor electrical connector.



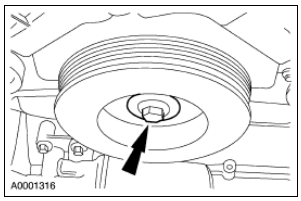
13. Remove the heated oxygen sensor (HO2S) connectors from the brackets.



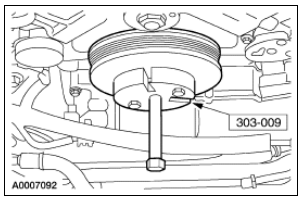
14. Remove the engine wiring harness from the engine.

Items 65-67: Crankshaft Pulley Disassembly Note

1. Remove the bolt and washer.
    - Discard the bolt and washer.

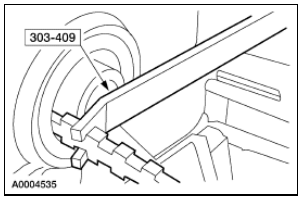


2. Using the special tool, remove the crankshaft damper.



Item 68: Crankshaft Front Seal Disassembly Note

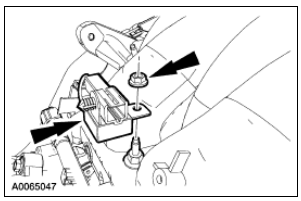
1. Using the special tool, remove the crankshaft front seal.
    - Discard the seal.



Item 74: Fuel Charge Manifold Disassembly Note

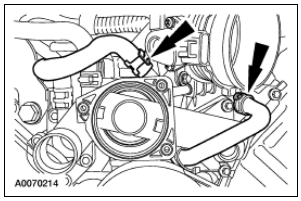
1. **NOTE:** RH is shown, LH is similar.

   Remove the nut and the radio interference capacitor.



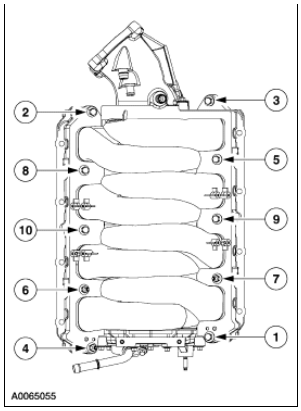
Items 79-81: Intake Manifold Disassembly Note

1. Disconnect and remove the throttle body heater hoses.



2. **NOTE:** The throttle body and adapter are shown removed for clarity. It is not necessary to remove the throttle body and adapter to remove the intake manifold.

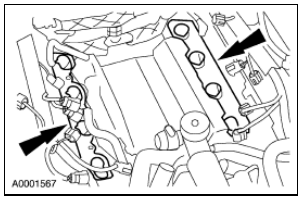
   Remove the bolts and studs in the sequence shown.



3. Remove the intake manifold.

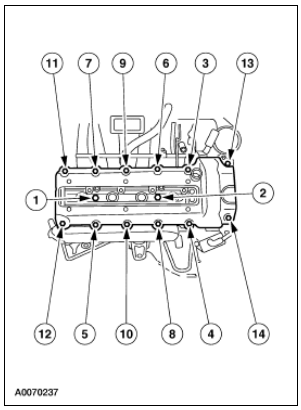
4. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs, or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to clean the surfaces.**

   Clean the sealing surfaces.



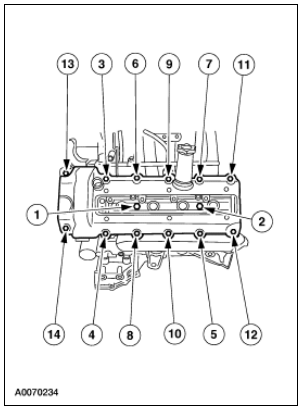
Items 83-85: RH Valve Cover Disassembly Note

1. Remove the bolts in the sequence shown and remove the RH valve cover.



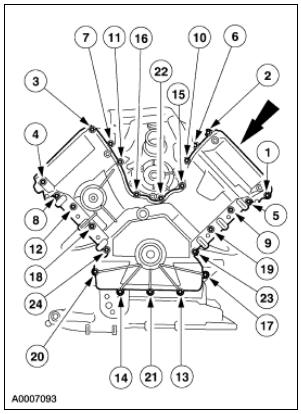
Items 87-89: LH Valve Cover Disassembly Note

1. Remove the bolts in the sequence shown and remove the LH valve cover.



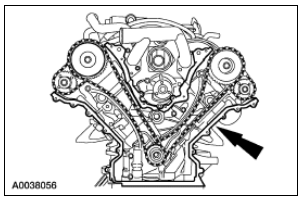
Items 112 and 113: Engine Front Cover Disassembly Note

1. Remove the engine front cover.
    - Remove the bolts in the sequence shown.
    - Remove the engine front cover.



2. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.**

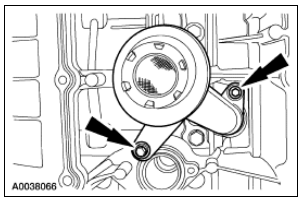
   Clean the sealing surfaces.



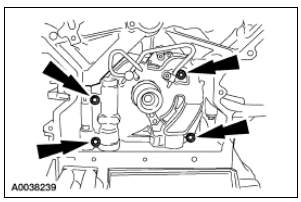
Item 114: Sump Body Assembly Disassembly Note

1. ⚠ **CAUTION: Use only hand tools to remove the oil pump screen and tube.**

   Remove the oil pump screen and tube, and the seal.

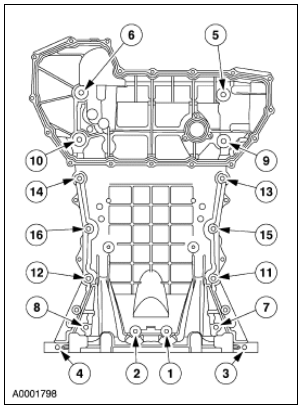


2. Remove the four bolts and the oil pump.
   - Discard the gasket.



3. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of the sealant.**

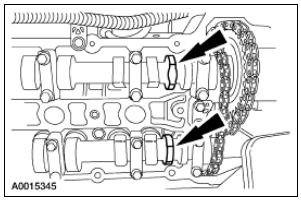
   Remove the bolts in the sequence shown and remove the sump body.



Items 121-139, 141-146, 148: Timing Drive Components Disassembly Note

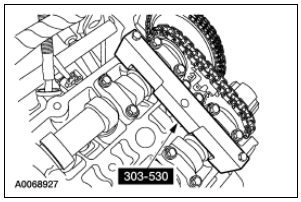
1. Turn the crankshaft to 45 degrees ATDC. The crankshaft keyway will be in the 6 o'clock position.

2. Make sure the flats of the camshaft are facing upward. If not, repeat Step 1.



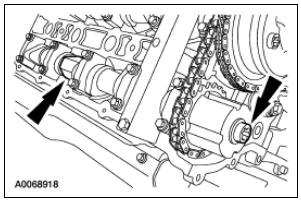
3. ⚠ **CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

   Install the special tool on the RH cylinder head.



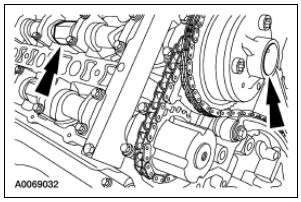
4. ⚠ **CAUTION: An open-end wrench must be used on the hex area of the camshaft or damage to the head will occur.**

   Remove and discard the exhaust camshaft sprocket bolt.

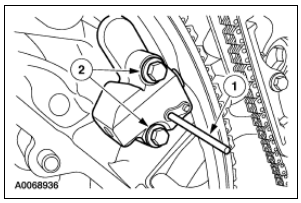


5. ⚠ **CAUTION: An open-end wrench must be used on the hex area of the camshaft or damage to the head will occur.**

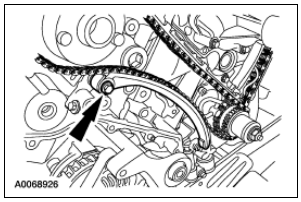
   Remove and discard the variable camshaft timing (VCT) unit bolt.



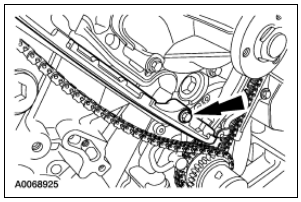
6. Remove the RH timing chain tensioner.
    1. Push the lever down and install a drill rod to lock the piston.
    2. Remove the bolts and the tensioner.



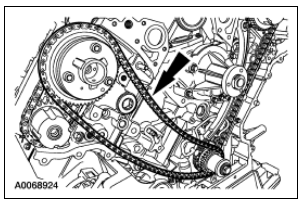
7. Remove the tensioner arm.



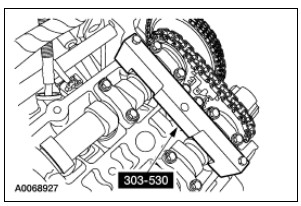
8. Remove the timing chain guide.



9. Remove the RH primary timing chain.

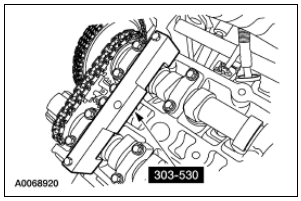


10. Remove the special tool from the RH head.



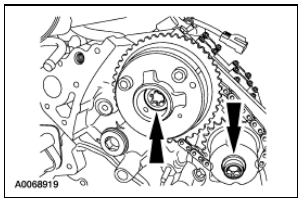
11. ⚠ **CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

Install the special tool on the LH head.

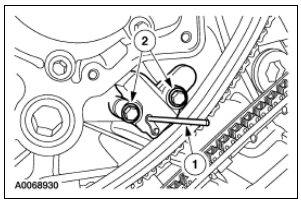


12. ⚠ **CAUTION: An open-end wrench must be used on the hex area of the camshaft or damage to the cylinder head will occur.**

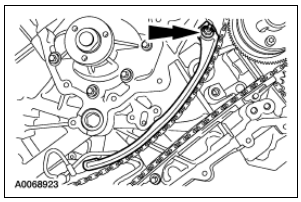
    Remove and discard the LH VCT unit bolt and the exhaust camshaft sprocket bolt.



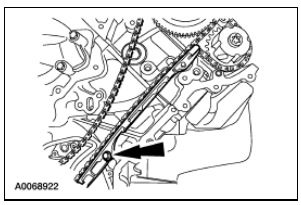
13. Remove the LH timing chain tensioner.
    1. Push the lever down and install a drill rod to lock the piston.
    2. Remove the bolts and the tensioner.



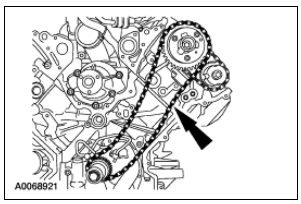
14. Remove the tensioner arm.



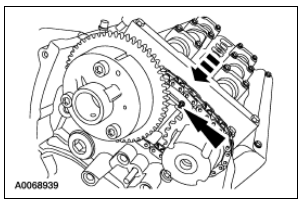
15. Remove the timing chain guide.



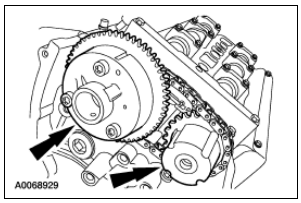
16. Remove the LH primary timing chain.



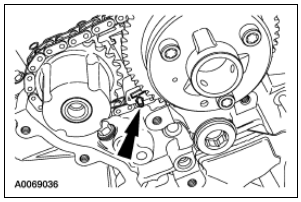
17. Collapse the LH secondary timing chain tensioner and install a pin to lock the piston.



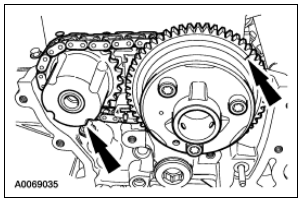
18. Remove the LH VCT unit, exhaust camshaft sprocket and timing chain as an assembly.



19. Collapse the RH secondary timing chain tensioner and install a pin to lock the piston.

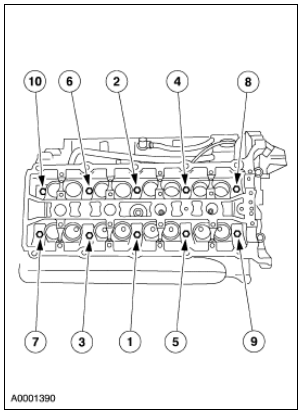


20. Remove the RH VCT unit, exhaust camshaft sprocket and timing chain as an assembly.

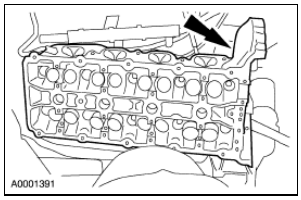


Items 150-151 and 153-154: RH and LH Cylinder Head Disassembly Note

1. Remove the bolts from both cylinder heads in the sequence shown.
    - Discard the bolts.

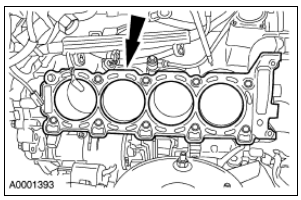


2. Remove the cylinder heads.
    - Discard the gaskets.

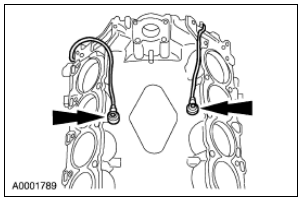


3. ⚠ **CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges, which make leak paths. Use a plastic scraping tool to remove all traces of sealant.**

   Clean the sealing surfaces.



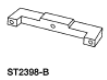
4. Remove the bolts and the knock sensors.



Cylinder Head

Printable View (908 KB)

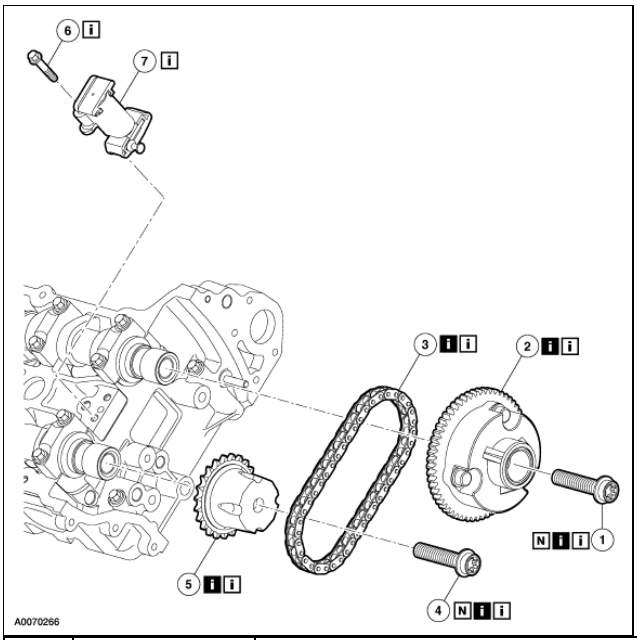
Special Tool(s)

ST2489-A	Compressor, Valve Spring 303-648
 ST2398-B	Aligner, Camshaft 303-530

Material

Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H

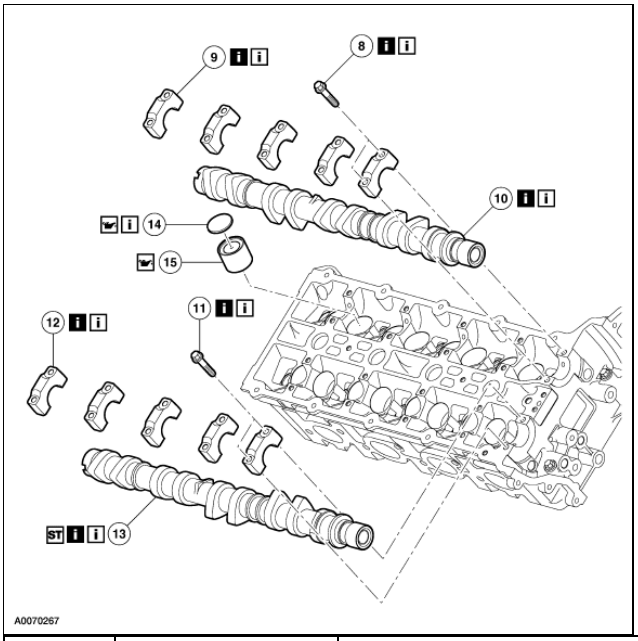
1. Illustration 1 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	6279	Variable camshaft timing (VCT) unit bolt Disassembly Note
1	6279	VCT unit bolt Assembly Note
2	6M288	VCT unit Disassembly Note
2	6M288	VCT unit Assembly Note

3	6268	Secondary timing chain Disassembly Note
3	6268	Secondary timing chain Assembly Note
4	6279	Exhaust camshaft sprocket bolt Disassembly Note
4	6279	Exhaust camshaft sprocket bolt Assembly Note
5	6C258	Exhaust camshaft sprocket Disassembly Note
5	6C258	Exhaust camshaft sprocket Assembly Note
6	W500301	Secondary timing chain tensioner bolts (2 req'd) Assembly Note
7	6C270	Secondary timing chain tensioner Assembly Note

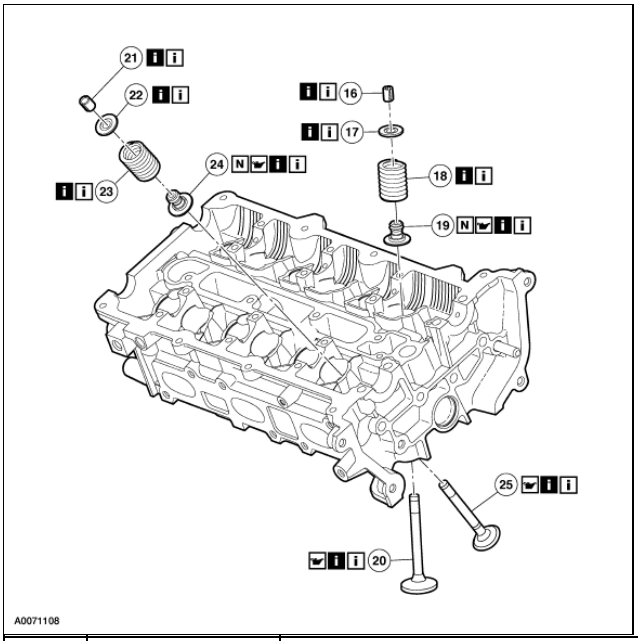
2. Illustration 2 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
8	W701242	Intake camshaft cap bolts (10 req'd) Disassembly Note
8	W701242	Intake camshaft cap bolts (10 req'd) Assembly Note
9	6A258	Intake camshaft caps (5 req'd) Disassembly Note
9	6A258	Intake camshaft caps (5 req'd) Assembly Note
10	6A270	Intake camshaft Disassembly Note
10	6A270	Intake camshaft Assembly Note

11	W701242	Exhaust camshaft cap bolts (10 req'd) Disassembly Note
11	W701242	Exhaust camshaft cap bolts (10 req'd) Assembly Note
12	6A258	Exhaust camshaft caps (5 req'd) Disassembly Note
12	6A258	Exhaust camshaft caps (5 req'd) Assembly Note
13	6A272	Exhaust camshaft Disassembly Note
13	6A272	Exhaust camshaft Assembly Note
14	6K514	Tappet shims (16 req'd) Assembly Note
15	6500	Tappets (16 req'd)

3. Illustration 3 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
16	6518	Intake valve spring retainer keys (16 req'd) Disassembly Note
16	6518	Intake valve spring retainer keys (16 req'd) Assembly Note
17	2762	Intake valve spring retainers (8 req'd) Disassembly Note
17	2762	Intake valve spring retainers (8 req'd) Assembly Note
18	6513	Intake valve springs (8 req'd) Disassembly Note
18	6513	Intake valve springs (8 req'd) Assembly Note
19	6A536	

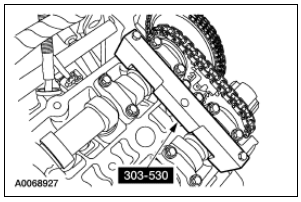
		Intake valve stem seals (8 req'd) Disassembly Note
19	6A536	Intake valve stem seals (8 req'd) Assembly Note
20	6507	Intake valve (8 req'd) Disassembly Note
20	6507	Intake valve (8 req'd) Assembly Note
21	6518	Exhaust valve spring retainer keys (16 req'd) Disassembly Note
21	6518	Exhaust valve spring retainer keys (16 req'd) Assembly Note
22	2762	Exhaust valve spring retainers (8 req'd) Disassembly Note
22	2762	Exhaust valve spring retainers (8 req'd) Assembly Note
23	6513	Exhaust valve springs (8 req'd) Disassembly Note
23	6513	Exhaust valve springs (8 req'd) Assembly Note
24	6A536	Exhaust valve stem seals (8 req'd) Disassembly Note
24	6A536	Exhaust valve stem seals (8 req'd) Assembly Note
25	6505	Exhaust valve (8 req'd) Disassembly Note
25	6505	Exhaust valve (8 req'd) Assembly Note

4. To assemble, reverse the disassembly procedure.

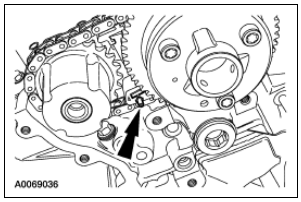
Items 1-5: Variable Camshaft Timing (VCT) Unit, Exhaust Camshaft Sprocket, and Secondary Timing Chain Disassembly Note

1. ⚠ **CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

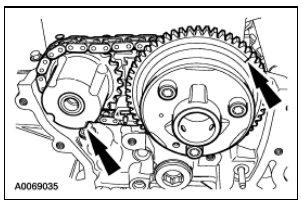
   Install the special tool on the cylinder head.



2. Collapse the secondary timing chain tensioner and install a pin to lock the piston.

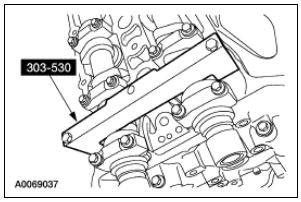


3. Remove the VCT unit, exhaust camshaft sprocket and timing chain as an assembly.



Items 8-13: Camshaft Disassembly Note

1. Remove the special tool.



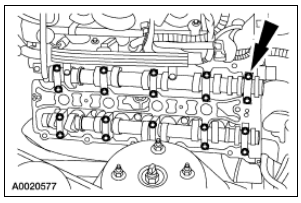
2. **⚠ CAUTION: Record the camshaft bearing cap locations. The camshaft bearing caps are positional and must be installed in their original locations and orientations or engine damage can occur.**

   ⚠ CAUTION: Do not use any means of marking the shims other than a permanent type marker. Any scratches or paint on the shims can result in incorrect lash adjustments and severe engine damage.

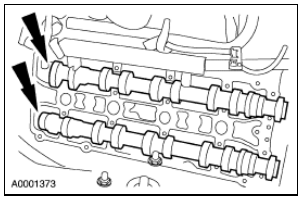
   ⚠ CAUTION: Record the shim and bucket tappet location. The shim and bucket tappet are positional and if installed in the incorrect location, engine damage can occur.

   Remove the camshaft bearing caps.

   - Remove the bolts.
   - Remove the camshaft bearing caps.

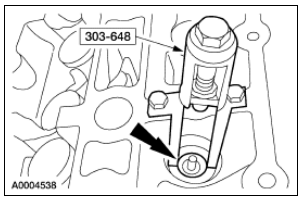


3. Remove the camshafts.

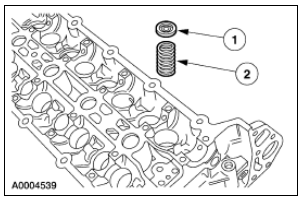


Items 16-25: Retainer Keys, Retainers, Valve Spring, Valve Seals, and Valves Disassembly Note

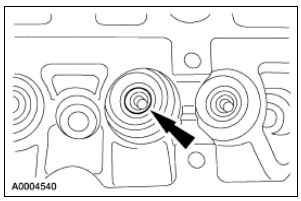
1. Using the special tool, remove the valve spring retainer keys.



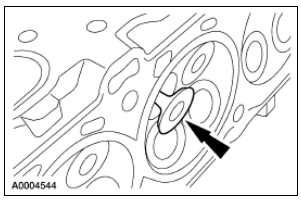
2. Remove the valve spring assembly.
    1. Remove the valve spring retainer.
    2. Remove the valve spring.



3. Remove the valve stem seal.



4. Remove the valve.
    - For component tests for the valve, refer to Section 303-00 .
    - For component tests for the cylinder head, refer to Section 303-00 .

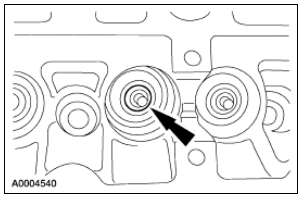


5. Repeat the procedure until all of the valves are removed from the cylinder head.

Items 16-25: Retainer Keys, Retainers, Valve Spring, Valve Seals, and Valves Assembly Note

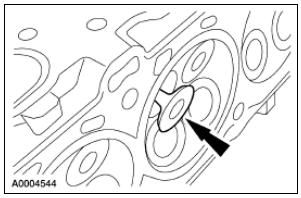
1. **NOTE:** Lubricate the valve stem seal with clean engine oil prior to installation.

   Install the valve stem seal.

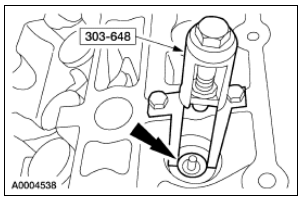


2. **NOTE:** Lubricate the valve stem with clean engine oil prior to installation.

   Install the valve.



3. Using the special tool, install the valve spring, retainer and retainer keys.

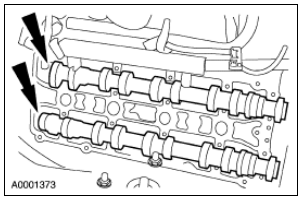


4. Repeat the procedure until all of the valves are installed into the cylinder head.

Items 8-13: Camshaft Assembly Note

1. **NOTE:** Apply clean engine oil to the camshaft journals, the camshaft caps and the camshaft lobes prior to installing the camshafts.

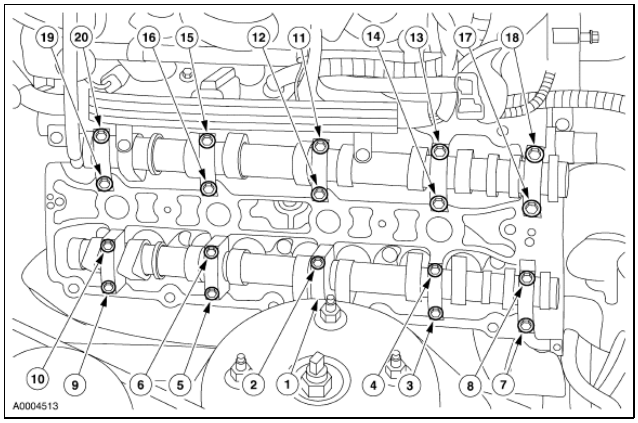
   Install the camshafts.



2. ⚠ **CAUTION: Install the camshaft bearing caps. The camshaft bearing caps are positional and must be installed in their original locations and orientations or engine damage can occur.**

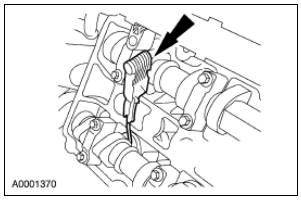
   Install the camshaft bearing caps.

   - Position the bearing caps.
   - Install the bolts. Tighten the bolts in three stages in the sequence shown.
     - ♦ Stage 1: Hand-tighten.
     - ♦ Stage 2: Tighten to 6 Nm (53 lb-in).
     - ♦ Stage 3: Tighten an additional 90 degrees.



3. ⚠ **CAUTION: If any components are installed new, the engine must be reshimmed or engine damage can occur.**

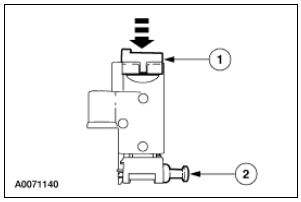
   Using a feeler gauge, confirm that the tappet and shim clearances are within specification. For additional information, refer to Valve Clearance Check in this section.



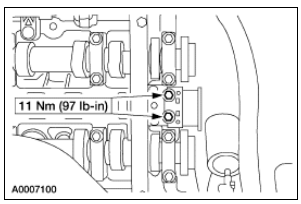
4. Check the tappet and shim clearances. If tappet and shim clearances are not within specification, refer to Valve Clearance Adjustment in this section.

Items 1-7: Variable Camshaft Timing (VCT) Unit, Exhaust Camshaft Sprocket, Secondary Timing Chain and Tensioner Assembly Note

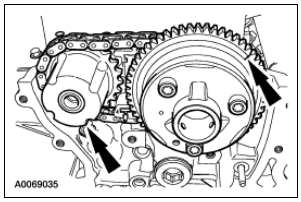
1. Collapse the tensioners.
   1. Apply hand pressure until the tensioner is fully collapsed.
   2. Install a wire in the side to retain the tensioner.



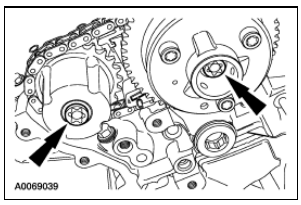
2. Install the timing chain tensioner and bolts.



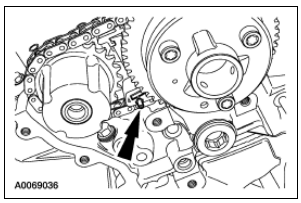
3. Install the VCT unit, exhaust camshaft sprocket and timing chain as an assembly.



4. Using new bolts, install the VCT unit and exhaust camshaft sprocket bolts finger-tight.

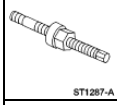
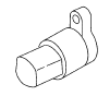
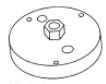


5. Remove the locking pin from the secondary timing chain tensioner.



Engine Printable View (4986 KB)

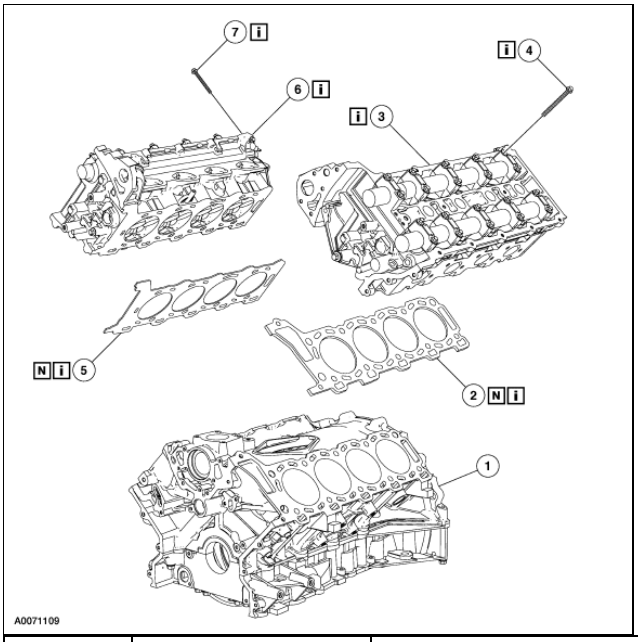
Special Tool(s)

ST2423-A	Installer, Crankshaft Front Oil Seal 303-646
 ST1287-A	Installer, Crankshaft Vibration Damper 303-102 (T74P-6316-B)
ST2398-B	Aligner, Camshaft 303-530
ST2399-A	Tensioner, Timing Chain 303-532
 ST2401-A	Alignment Gauge, Crankshaft 303-645
 ST2495-B	Remover/Installer, Crankshaft Rear Oil Seal 303-647
ST2441-A	Adapter for 204-185 204-208 (T95T-5310-AR2)

Material

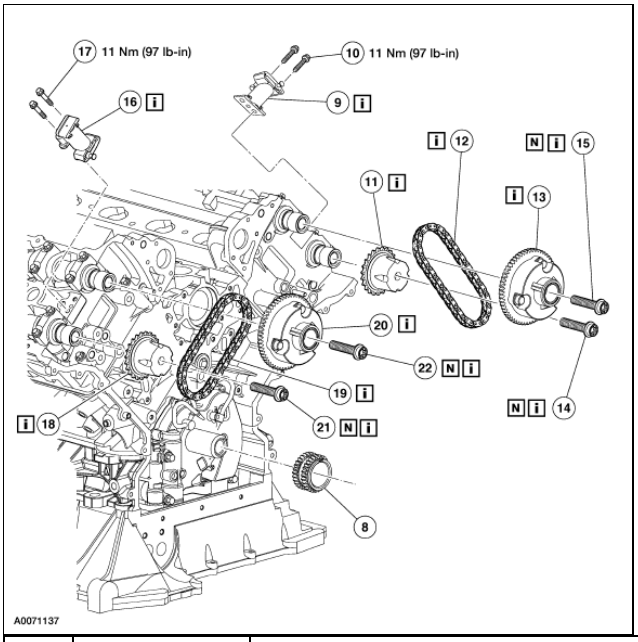
Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A or equivalent	WSE-M97B51-A1
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H
Silicone Gasket and Sealant F7AZ-19554-EA (in Canada CXC-111-A) or equivalent	WSE-M4G323-A4
Metal Surface Cleaner F4AZ-19A536-RA or equivalent	WSE-M5B392-A

1. Install the components in the order indicated in the following illustration and table. Illustration 1 of 23.



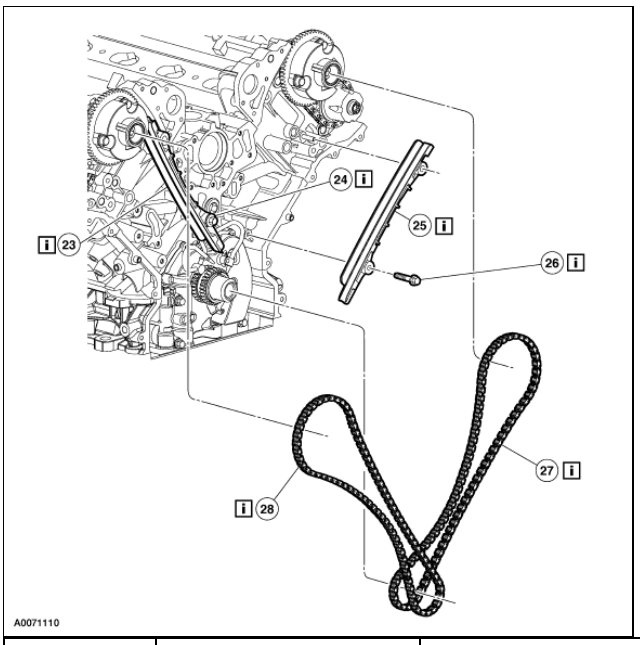
Item	Part Number	Description
1	6009	Short block assembly
2	6051	LH cylinder head gasket Assembly Note
3	6049	LH cylinder head Assembly Note
4		LH cylinder head bolts (12 req'd) Assembly Note
5	6051	RH cylinder head gasket Assembly Note
6	6049	RH cylinder head Assembly Note
7		RH cylinder head bolts (12 req'd) Assembly Note

2. Illustration 2 of 23. Install the components in the order indicated in the following illustration and table.



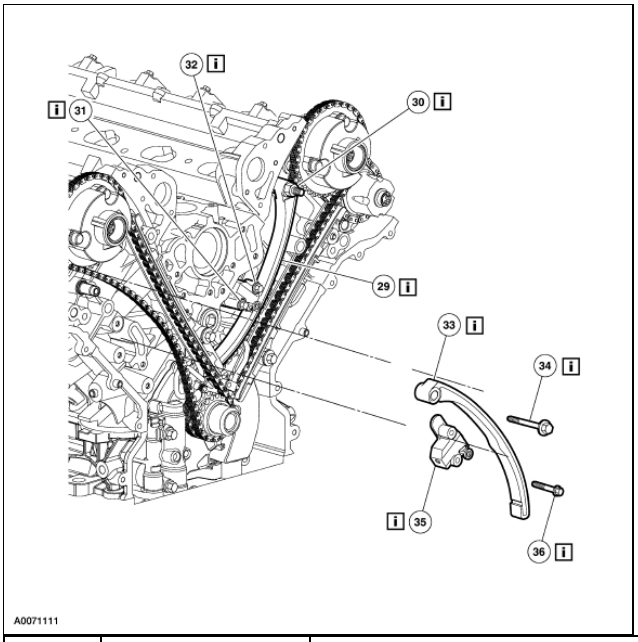
Item	Part Number	Description
8	6306	Crankshaft sprocket
9	6C271	LH secondary timing chain tensioner Assembly Note
10	W500301	LH secondary timing chain tensioner bolts (2 req'd)
11	6C258	LH exhaust camshaft sprocket Assembly Note
12	6268	LH secondary timing chain Assembly Note
13	6M288	LH VCT unit Assembly Note
14	6279	LH exhaust camshaft sprocket bolt Assembly Note
15	6279	LH VCT unit bolt Assembly Note
16	6C271	RH secondary timing chain tensioner Assembly Note
17	W500301	RH secondary timing chain tensioner bolts (2 req'd)
18	6C258	RH exhaust camshaft sprocket Assembly Note
19	6268	RH secondary timing chain Assembly Note
20	6M288	RH VCT unit Assembly Note
21	6279	RH exhaust camshaft sprocket bolt Assembly Note
22	6279	RH VCT unit bolt Assembly Note

3. Remove the components in the order indicated in the following illustration and table. Illustration 3 of 23.



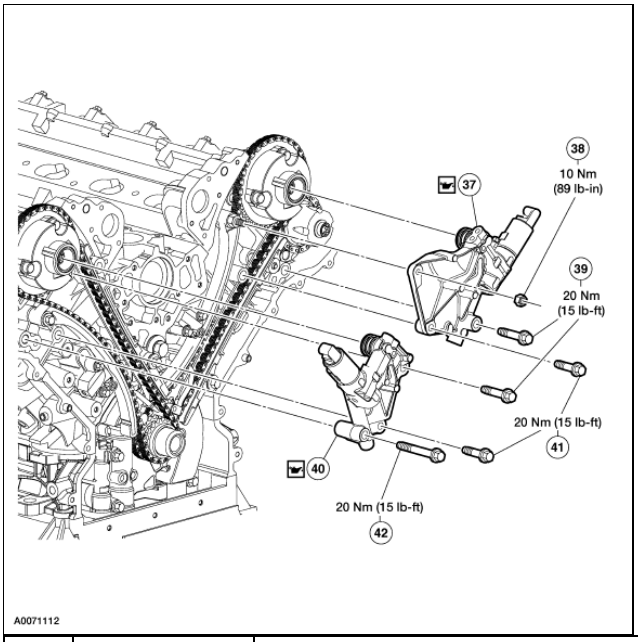
Item	Part Number	Description
23	6K297	RH timing chain guide Assembly Note
24	W500301	RH timing chain guide bolt Assembly Note
25	6K297	LH timing chain guide Assembly Note
26	W500301	LH timing chain guide bolt Assembly Note
27	6268	LH timing chain Assembly Note
28	6268	RH timing chain Assembly Note

4. Install the components in the order indicated in the following illustration and table. Illustration 4 of 23.



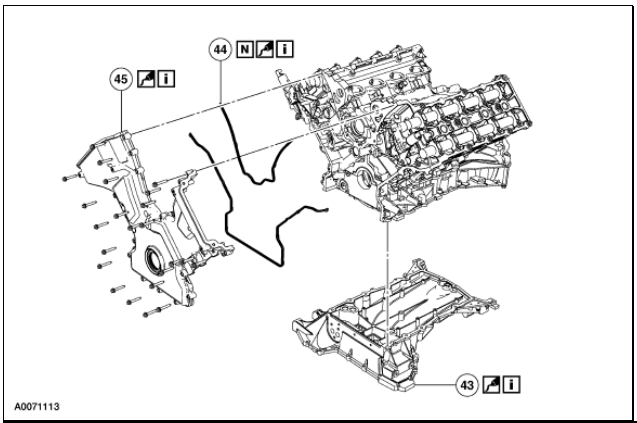
Item	Part Number	Description
29	6L266	LH timing chain tensioner arm Assembly Note
30	W500301	LH timing chain tensioner arm bolt Assembly Note
31	6L266	LH timing chain tensioner Assembly Note
32	W500301	LH timing chain tensioner bolts (2 req'd) Assembly Note
33	6L266	RH timing chain tensioner arm Assembly Note
34	6L266	RH timing chain tensioner arm bolt Assembly Note
35	6L266	RH timing chain tensioner Assembly Note
36	W500301	RH timing chain tensioner bolts (2 req'd) Assembly Note

5. Install the components in the order indicated in the following illustration and table. Illustration 5 of 23.



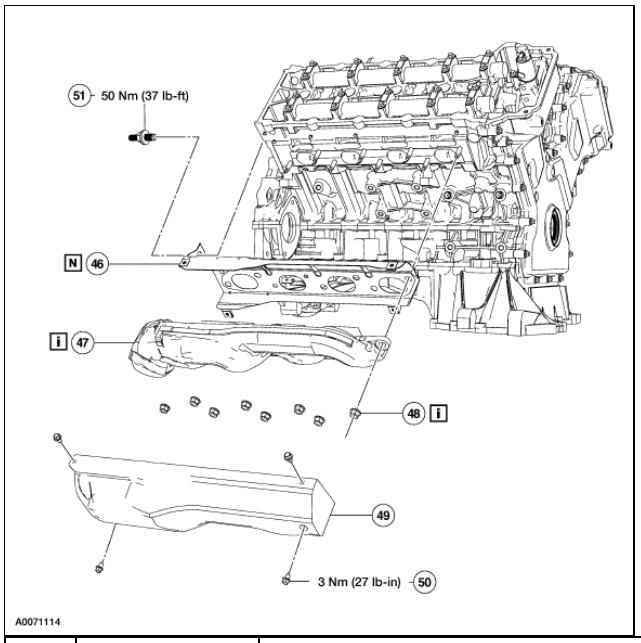
Item	Part Number	Description
37	6C261	LH variable camshaft timing (VCT) bush carrier Assembly Note
38	W520412	LH VCT bush carrier nut
39	W500313	VCT bush carrier bolts (2 req'd)
40	6C260	RH VCT bush carrier Assembly Note
41	W500310	VCT bush carrier bolts (2 req'd)
42	W500316	RH VCT bush carrier bolt

6. Install the components in the order indicated in the following illustration and table. Illustration 6 of 23.



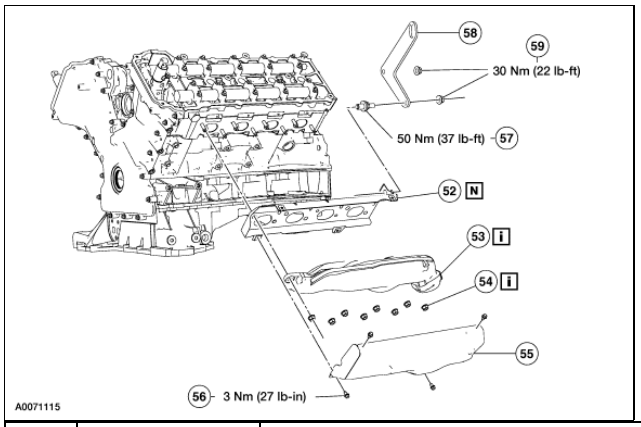
Item	Part Number	Description
43	6675	Sump body assembly Assembly Note
44	6020	Engine front cover gaskets (2 req'd) Assembly Note
45	5059	Engine front cover Assembly Note

7. Install the components in the order indicated in the following illustration and table. Illustration 7 of 23.



Item	Part Number	Description
46	9448	RH exhaust manifold gasket
47	9448	RH exhaust manifold Assembly Note
48	W701706	RH exhaust manifold nuts (8 req'd) Assembly Note
49	9A642	RH exhaust manifold heat shield
50	W504581	RH exhaust manifold heat shield bolts (4 req'd)
51	W708246	Stud

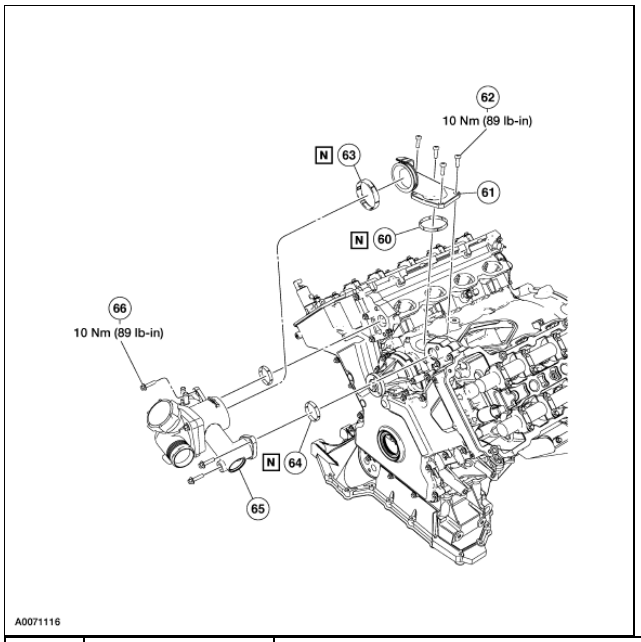
8. Install the components in the order indicated in the following illustration and table. Illustration 8 of 23.



Item	Part Number	Description
52	9A457	LH exhaust manifold gasket
53	9431	LH exhaust manifold Assembly Note
54	W701706	LH exhaust manifold nuts (8 req'd) Assembly Note

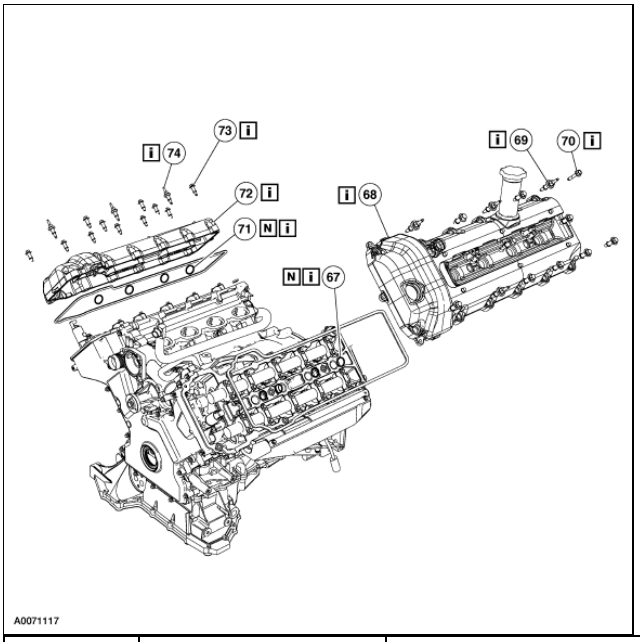
55	9Y427	LH exhaust manifold heat shield
56	W504081	LH exhaust manifold heat shield bolts (4 req'd)
57	6065	Stud
58	6083	Lifting eye
59	6050	Lifting eye nuts (2 req'd)

9. Install the components in the order indicated in the following illustration and table. Illustration 9 of 23.



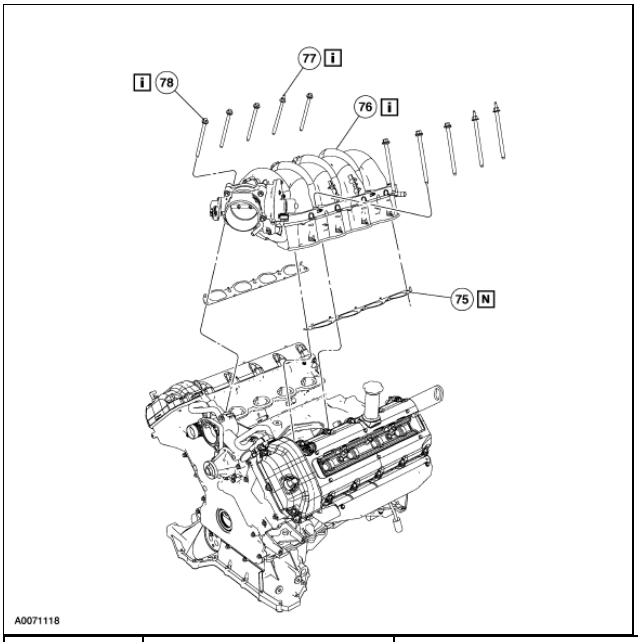
Item	Part Number	Description
60	6050	Coolant inlet housing O-ring seal
61	6065	Coolant inlet housing
62	6051	Coolant inlet housing bolts (4 req'd)
63	6049	Coolant inlet housing O-ring seal
64	6065	Coolant bypass housing O-ring seals (2 req'd)
65	6083	Coolant bypass housing
66	6050	Coolant bypass housing bolts

10. Install the components in the order indicated in the following illustration and table. Illustration 10 of 23.



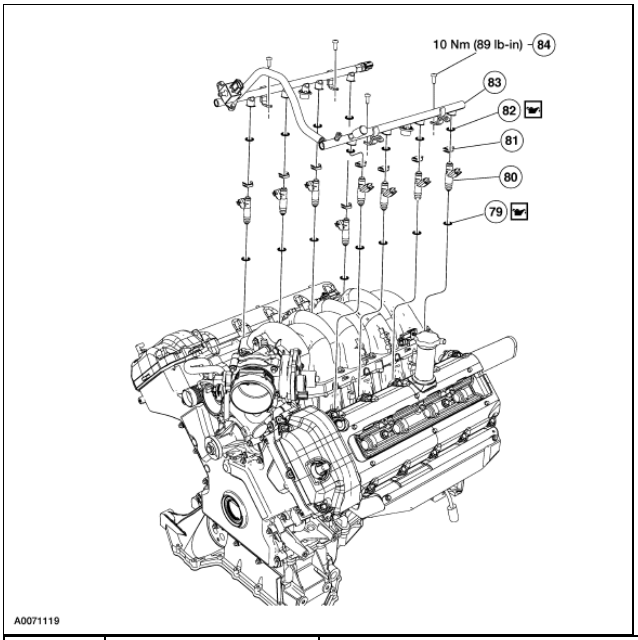
Item	Part Number	Description
67	6083	LH valve cover gasket Assembly Note
68	6050	LH valve cover Assembly Note
69	6083	LH valve cover studs (4 req'd) Assembly Note
70	6050	LH valve cover bolts (10 req'd) Assembly Note
71	6065	RH valve cover gasket Assembly Note
72	6051	RH valve cover Assembly Note
73	6065	RH valve cover bolts (11 req'd) Assembly Note
74	6049	RH valve cover studs (3 req'd) Assembly Note

11. Install the components in the order indicated in the following illustration and table. Illustration 11 of 23.



Item	Part Number	Description
75	9P851	Intake manifold gaskets
76	9424	Intake manifold Assembly Note
77	W708238	Intake manifold studs (3 req'd) Assembly Note
78	W704916	Intake manifold bolts (7 req'd) Assembly Note

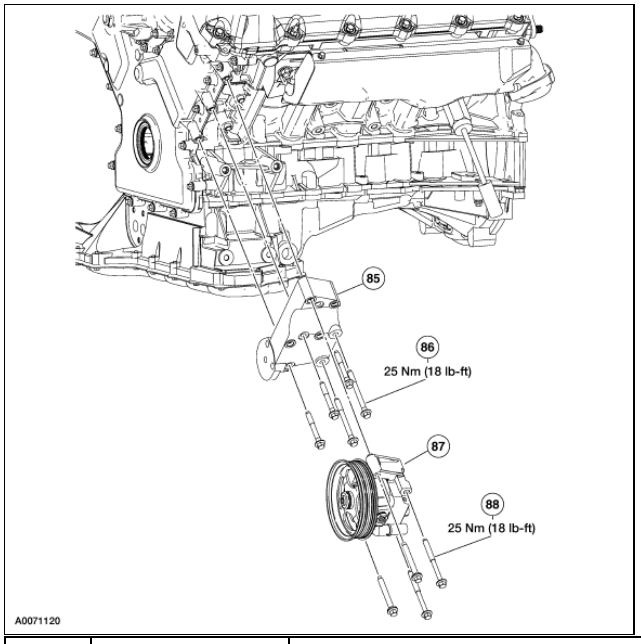
12. Install the components in the order indicated in the following illustration and table. Illustration 12 of 23.



Item	Part Number	Description
79		Fuel injector O-ring seals (8 req'd)
80	9F593	Fuel injectors (8 req'd)
81		Fuel injector O-ring seals (8 req'd)

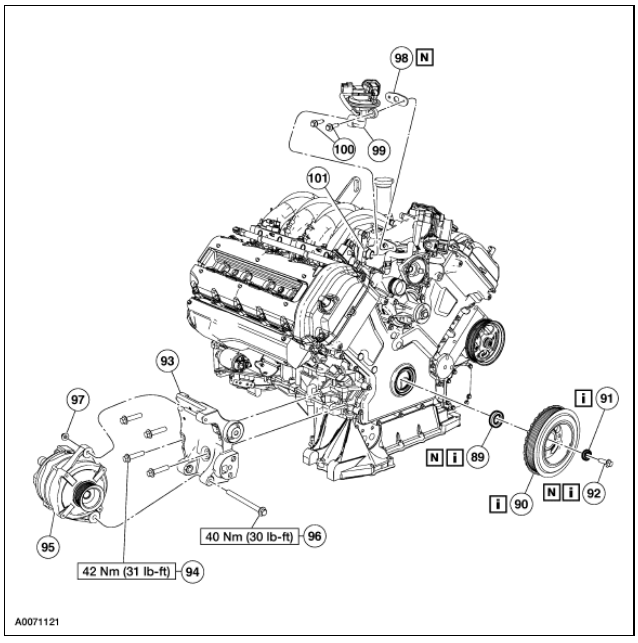
82		Fuel injector anti-rotation clips (8 req'd)
83	9F752	Fuel charge manifold
84	N811425	Fuel charge manifold bolts (4 req'd)

13. Install the components in the order indicated in the following illustration and table. Illustration 13 of 23.



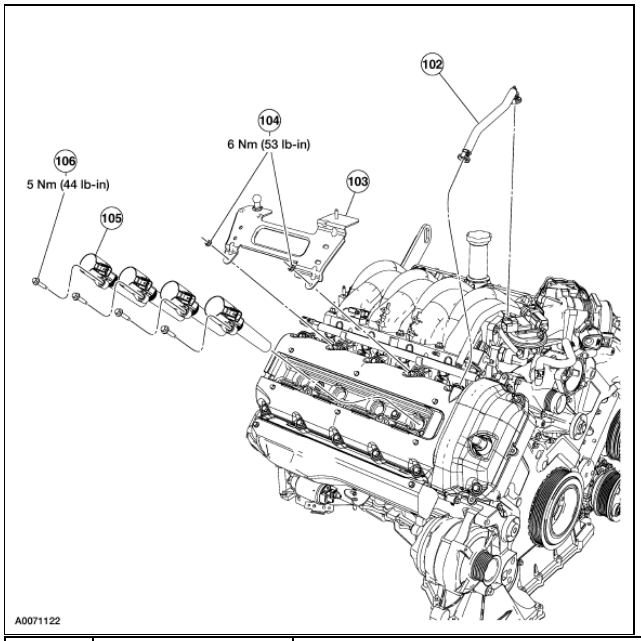
Item	Part Number	Description
85	9Y427	Power steering pump bracket
86	W500211	Power steering pump bracket bolts (5 req'd)
87	120301	Power steering pump
88	N808199	Power steering pump bolts (4 req'd)

14. Install the components in the order indicated in the following illustration and table. Illustration 14 of 23.



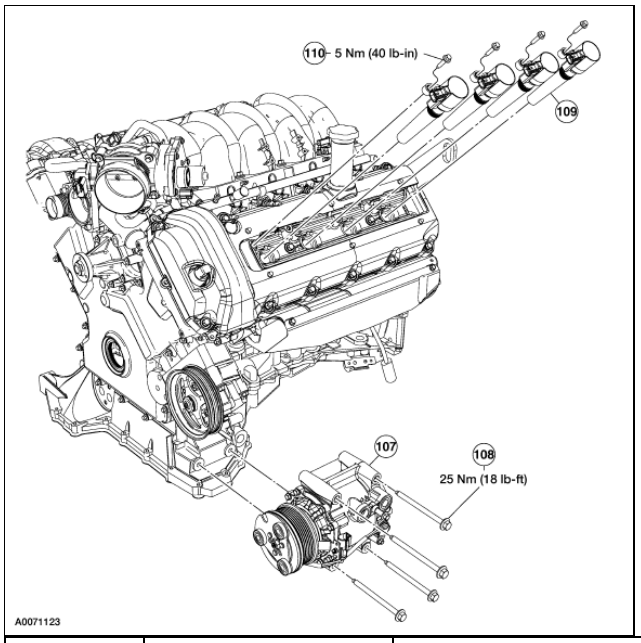
Item	Part Number	Description
89	9424	Front crankshaft seal Assembly Note
90	N806154	Crankshaft pulley Assembly Note
91	W704683	Crankshaft pulley washer Assembly Note
92	W704683	Crankshaft pulley bolt Assembly Note
93	9D477	Generator bracket
94	18801	Generator bracket bolts (4 req'd)
95	W520412	Generator
96	9G609	Generator bolt
97	W520412	Generator nut
98	18465	EGR system module gasket
99	W527351	EGR system module
100	W527351	Exhaust gas recirculation (EGR) system module bolts (2 req'd)
101	W527351	Exhaust gas recirculation (EGR) system module to exhaust manifold tube

15. Install the components in the order indicated in the following illustration and table. Illustration 15 of 23.



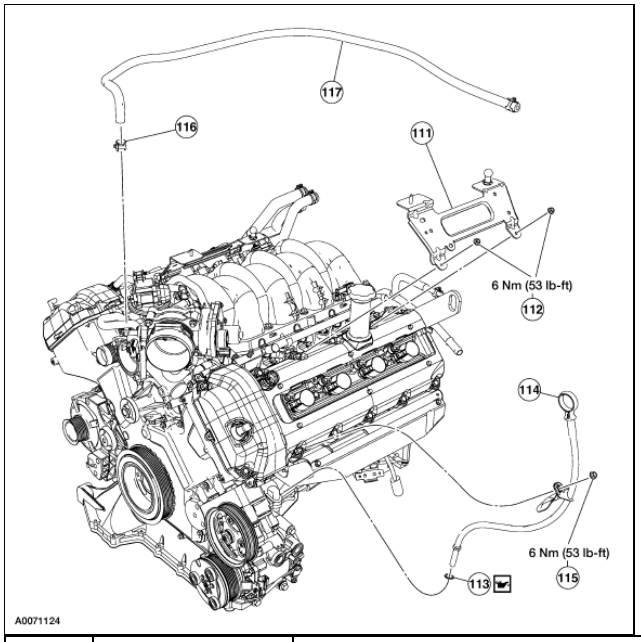
Item	Part Number	Description
102	6881	Breather hose
103	6881	Engine cover support bracket
104		Engine cover support bracket nuts (2 req'd)
105	8A586	RH ignition coils (4 req'd)
106		RH ignition coil bolts (4 req'd)

16. Install the components in the order indicated in the following illustration and table. Illustration 16 of 23.



Item	Part Number	Description
107	W707288	A/C compressor
108	6714	A/C compressor bolts (4 req'd)
109	3A696	LH ignition coils (4 req'd)
110	N806176	LH ignition coil bolts (4 req'd)

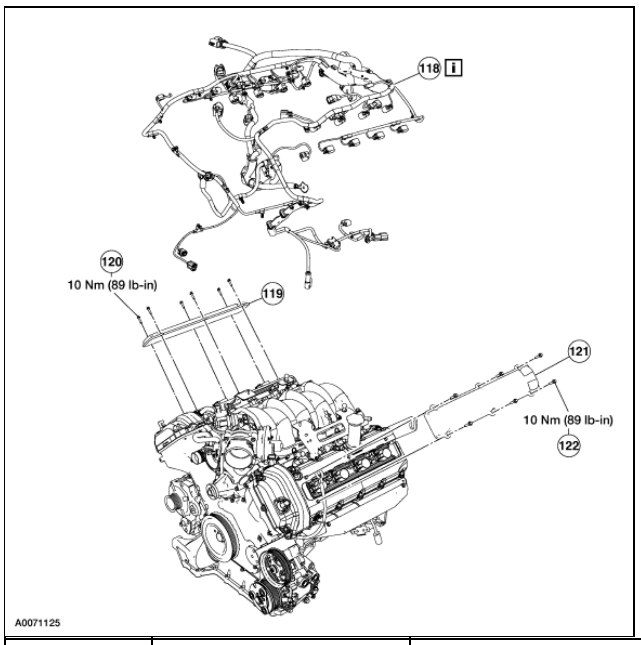
17. Install the components in the order indicated in the following illustration and table. Illustration 17 of 23.



Item	Part Number	Description
111	6046	Engine cover support bracket
112	W705751	Engine cover support bracket nuts (2 req'd)
113	6B033	Oil level indicator tube O-ring seal

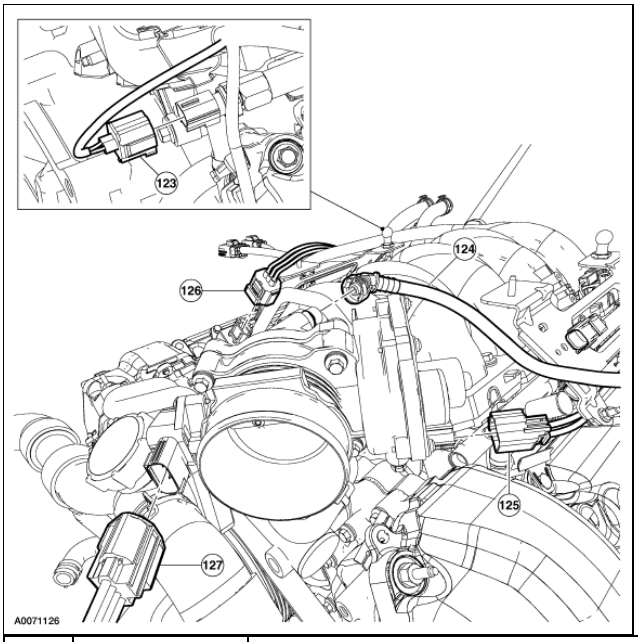
114	6B033	Oil level indicator tube
115	W705751	Oil level indicator tube bolt
116	N808198	Vacuum hose clamp
117	N808198	Vacuum hose

18. Install the components in the order indicated in the following illustration and table. Illustration 18 of 23.



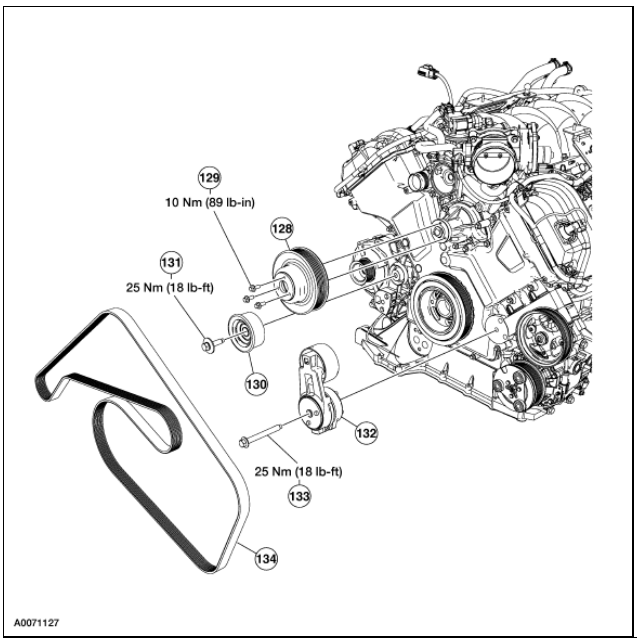
Item	Part Number	Description
118	N807131	Engine wiring harness Assembly Note
119	N807309	RH coil cover
120	14A280	RH coil cover bolts (6 req'd)
121	14A280	LH coil cover
122	8620	LH coil cover bolts (6 req'd)

19. Install the components in the order indicated in the following illustration and table. Illustration 19 of 23.



Item	Part Number	Description
123	12B637	Fuel temperature sensor electrical connector
124	6D289	Vapor management valve (VMV) purge hose
125	12B637	Electronic throttle control (ETC) electrical connector
126	12B637	Fuel pressure sensor electrical connector
127	12B637	Throttle position sensor (TPS) electrical connector

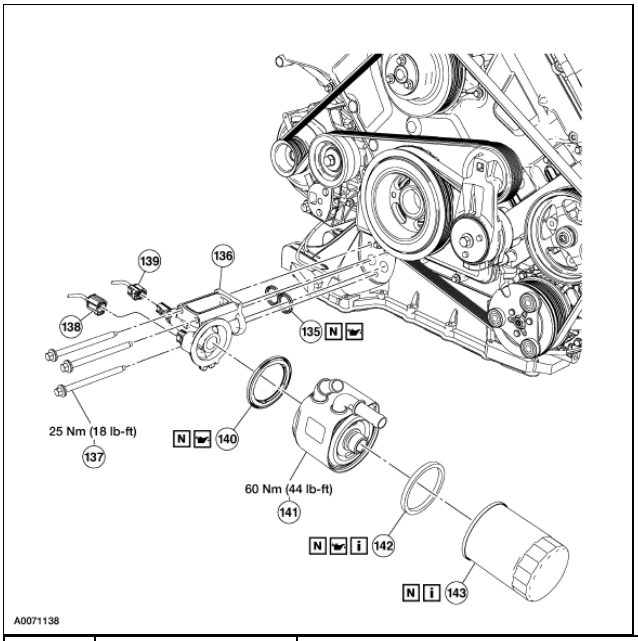
20. Install the components in the order indicated in the following illustration and table. Illustration 20 of 23.



Item	Part Number	Description
128	8509	Coolant pump pulley
129	W705629	Coolant pump pulley bolts (3 req'd)

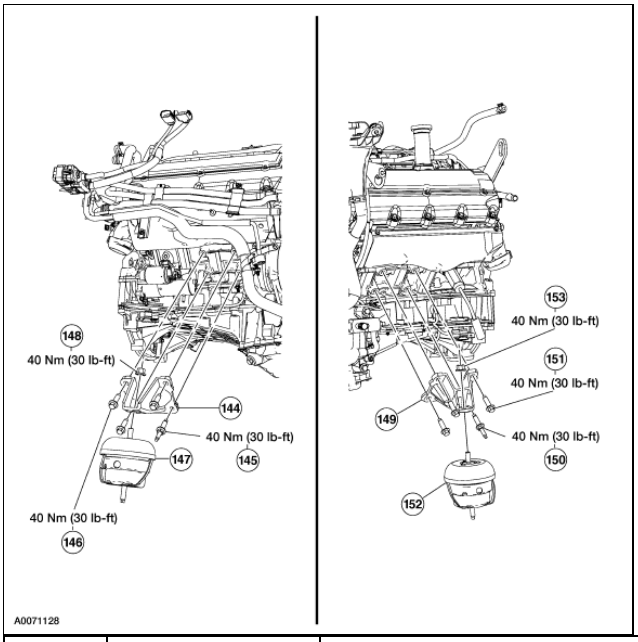
130	10C399	Accessory drive belt idler pulley
131	W500321	Accessory drive belt idler pulley bolt
132	6B209	Accessory drive belt tensioner
133	W500329	Accessory drive belt tensioner bolt
134	8620	Accessory drive belt

21. Install the components in the order indicated in the following illustration and table. Illustration 21 of 23.



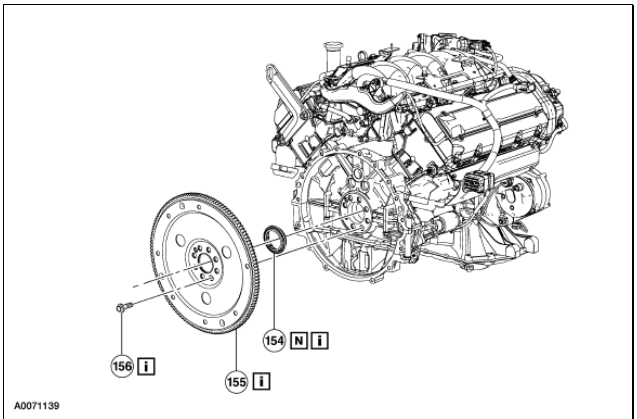
Item	Part Number	Description
135	6A666	Oil filter adapter O-ring seals (2 req'd)
136	14A464	Oil filter adapter
137	8A586	Oil filter adapter bolts (3 req'd)
138	303-D087	Oil temperature sensor electrical connector
139	14A464	Oil pressure sensor electrical connector
140	8A586	Oil cooler O-ring seal
141	6A666	Oil cooler
142	14A464	Oil filter O-ring seal Assembly Note
143	8A586	Oil filter Assembly Note

22. Install the components in the order indicated in the following illustration and table. Illustration 22 of 23.



Item	Part Number	Description
144	6037	RH motor mount bracket
145	W705399	RH motor mount bracket stud
146	W500234	RH motor mount bracket bolts (3 req'd)
147	6754-B	RH motor mount
148	6A005	RH motor mount upper nut
149	6061	LH motor mount bracket
150	W705399	LH motor mount bracket stud
151	W500234	LH motor mount bracket bolts (3 req'd)
152	6754-B	LH motor mount
153	6A005	LH motor mount upper nut

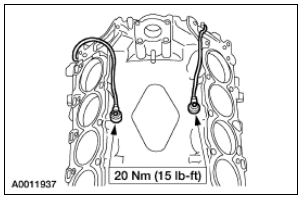
23. Install the components in the order indicated in the following table. Illustration 23 of 23.



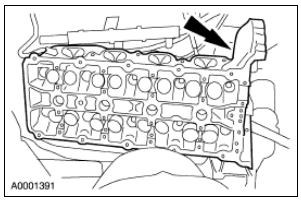
Item	Part Number	Description
154	6701	Crankshaft rear seal Assembly Note
155	6375	Flexplate Assembly Note
156	N806168	Flexplate bolts (6 req'd) Assembly Note

Items 2-7: Cylinder Head Assembly Note

1. Install the knock sensors.



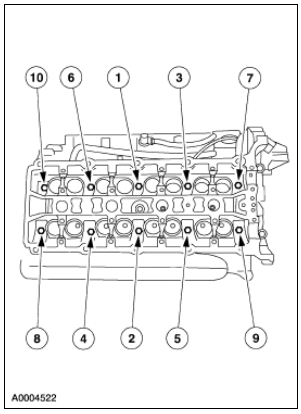
2. Position the cylinder heads.
    - Install new gaskets.



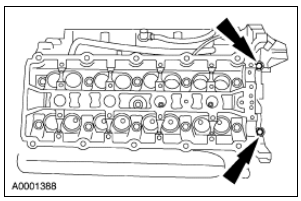
3. **NOTE:** The cylinder head bolts are a torque-to-yield design and must not be reused. Always use new bolts.

   Install and tighten the RH head bolts in six stages in the sequence shown.

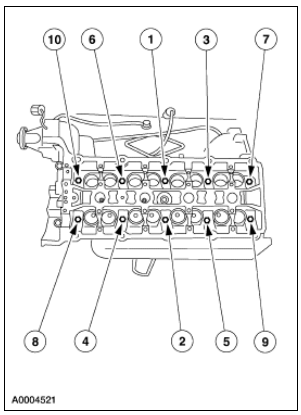
    - Stage 1: Tighten bolts 1 through 10 to 20 Nm (15 lb-ft).
    - Stage 2: Tighten bolts 1 through 10 to 35 Nm (26 lb-ft).
    - Stage 3: Tighten bolts 1 through 10 to 45 Nm (33 lb-ft) and an additional 90 degrees.
    - Stage 4: Tighten bolts 1 through 10 an additional 90 degrees.
    - Stage 5: Tighten bolts 11 and 12 to 20 Nm (15 lb-ft).
    - Stage 6: Tighten bolts 11 and 12 an additional 90 degrees.



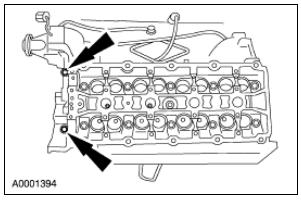
4. Install and tighten the bolts in two stages.
    1. Tighten to 20 Nm (15 lb-ft).
    2. Tighten an additional 90 degrees.



5. Install and tighten the LH head bolts in six stages in the sequence shown.
    - Stage 1: Tighten bolts 1 through 10 to 20 Nm (15 lb-ft).
    - Stage 2: Tighten bolts 1 through 10 to 35 Nm (26 lb-ft).
    - Stage 3: Tighten bolts 1 through 10 to 45 Nm (33 lb-ft) and an additional 90 degrees.
    - Stage 4: Tighten bolts 1 through 10 an additional 90 degrees.
    - Stage 5: Tighten bolts 11 and 12 to 20 Nm (15 lb-ft).
    - Stage 6: Tighten bolts 11 and 12 an additional 90 degrees.



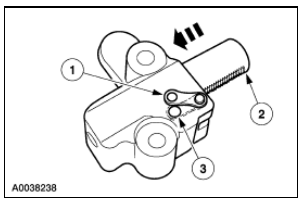
6. Install and tighten the bolts in two stages.
    1. Tighten to 20 Nm (15 lb-ft).
    2. Tighten an additional 90 degrees.



Items 9-36: Timing Drive Components Assembly Note

1. Install the crankshaft sprocket and turn the crankshaft to 45 degrees ATDC. The crankshaft keyway will be in the 6 o'clock position.

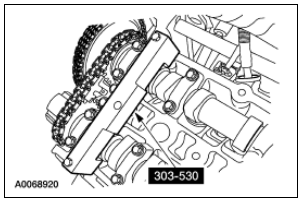
2. Reset the timing chain tensioners.
    1. Hold the lever toward the tensioner piston.
    2. Using finger pressure, compress the tensioner.
    3. Push the lever down and install a drill rod to lock the piston.



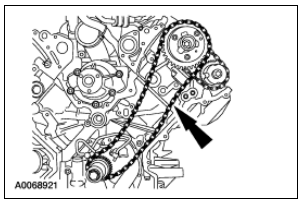
3. ⚠ **CAUTION: The camshaft holding tool should still be installed on the LH cylinder head.**

   ⚠ **CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

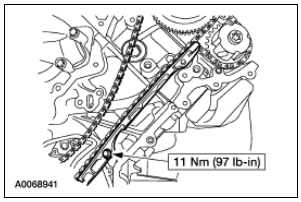
   Install the special tool on the LH head.



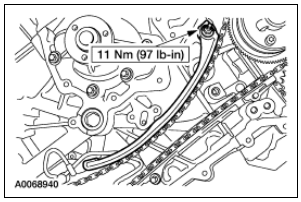
4. Position the LH timing chain and crankshaft gear.
    - Position the timing chain over the LH intake camshaft sprocket.
    - Position the crankshaft gear in the timing chain.



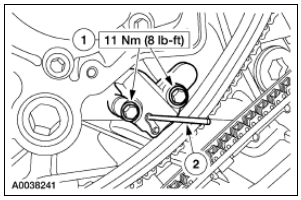
5. Install the LH timing chain guide.



6. Install the LH timing chain tensioner arm.



7. Install the LH timing chain tensioner.
    1. Install the timing chain tensioner and bolts.
    2. Remove the drill rod.



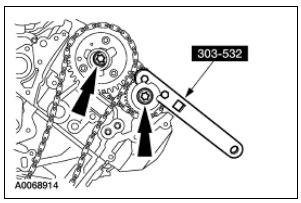
8. **⚠ CAUTION: The exhaust camshaft sprocket bolt must be fully tightened before tightening the intake camshaft sprocket bolt.**

   ⚠ CAUTION: Using the special tool, apply 10Nm(89 lb-in) counterclockwise to the LH exhaust camshaft sprocket.

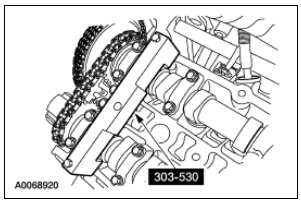
   Tighten the LH exhaust camshaft sprocket and variable camshaft timing (VCT) unit bolts in two stages:

    - Stage 1: Tighten to 35 Nm (26 lb-ft).

- Stage 2: Tighten an additional 90 degrees.

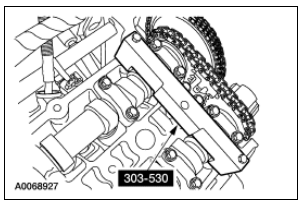


9. Remove the special tool.

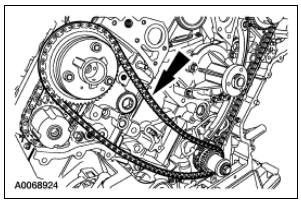


10. ⚠ **CAUTION: The flats on the camshaft must completely contact the special service tool or damage to the camshafts can occur. Slowly draw the special tool down evenly until it is fully seated on the camshaft flats.**

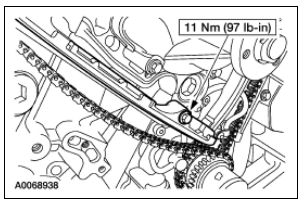
    Install the special tool on the right cylinder head.



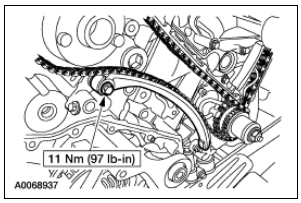
11. Position the RH timing chain over the RH intake camshaft sprocket and over the crankshaft gear.



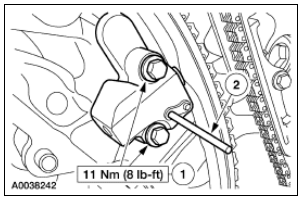
12. Install the RH timing chain guide.



13. Install the RH timing chain tensioner arm.



14. Install the RH timing chain tensioner.
    1. Install the timing chain tensioner and bolts.
    2. Remove the drill rod.

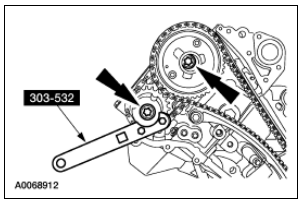


15. **⚠ CAUTION: The exhaust camshaft sprocket bolt must be fully tightened before tightening the intake camshaft sprocket bolt.**

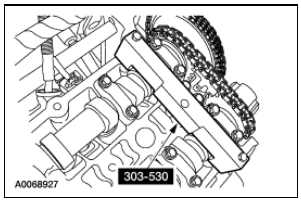
    ⚠ CAUTION: Using the special tool, apply 10 Nm (89 lb-in) counterclockwise to the RH exhaust camshaft sprocket.

    Tighten the RH exhaust camshaft sprocket and VCT unit bolts in two stages:

    - Stage 1: Tighten to 35 Nm (26 lb-ft).
    - Stage 2: Tighten an additional 90 degrees.



16. Remove the special tool.



Items 37 and 40: Variable Cam Timing (VCT) Bush Carrier Assembly Note

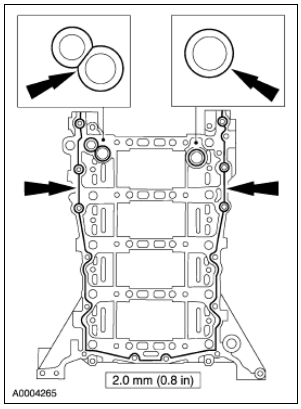
1. Carefully insert the bush into the VCT unit, compress ring seals with fingers as required. Locate the bush carrier and fully seat by hand before fitting bolts.

Item 43: Sump Body Assembly Note

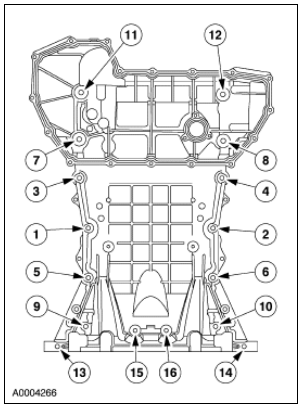
1. **⚠ CAUTION: Do not use metal scrapers, wire brushes, power abrasive discs, or other abrasive means to clean the sealing surfaces. These tools cause scratches and gouges which make leak paths. Use a plastic scraping tool to remove all traces of old sealant.**

   NOTE: If the sump is not secured within four minutes of sealant application the sealant must be removed and the sealing area cleaned with metal surface cleaner. Allow to dry until there is no sign of wetness, or four minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

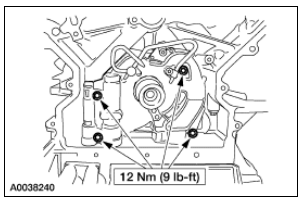
   Apply three continuous beads of silicone gasket and sealant to the areas shown.



2. Install the oil sump. Using a straightedge, align the sump to the lower cylinder block. Tighten the bolts in sequence in two stages.
    - Tighten the bolts to 15 Nm (11 lb-ft).
    - Tighten the bolts to 25 Nm (18 lb-ft).

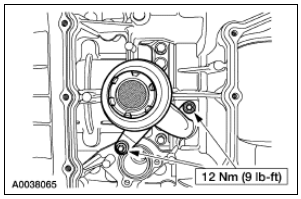


3. Install a new gasket, the oil pump and the bolts.



4. **NOTE:** Inspect the O-ring. Install a new O-ring if necessary. Lubricate the O-ring with clean engine oil.

   Install the oil pump screen cover and tube.

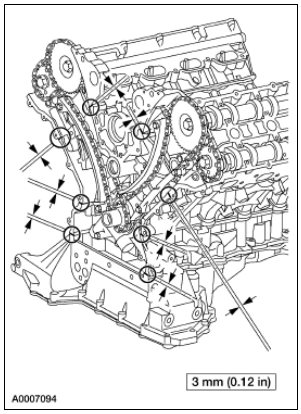


Items 44 and 45: Engine Front Cover Assembly Note

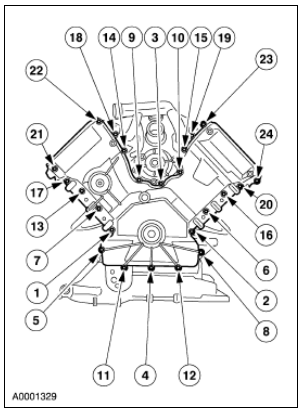
1. **NOTE:** If the front cover is not secured within four minutes of sealant application the sealant must be removed and the sealing area cleaned with metal surface cleaner. Allow to dry until there is no sign of wetness, or four minutes, whichever is longer. Failure to follow this procedure can cause future oil

leakage.

Apply silicone gasket and sealant in eight places.



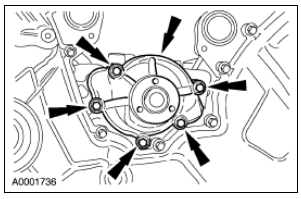
2. Install the engine front cover.
   - Install new gaskets.
   - Position the engine front cover on the cylinder block.
   - Loosely install the bolts.
   - Tighten the bolts in two stages in the sequence shown.
     - Stage 1: Tighten to 5 Nm (44 lb-in).
     - Stage 2: Tighten to 10 Nm (89 lb-in).



3. **NOTE:** Lubricate the coolant pump O-ring seal with engine coolant. Use the same coolant that was drained from the engine.

   Install the coolant pump.

   - Inspect the O-ring seal and install a new O-ring seal as necessary.
   - Position a new coolant pump gasket.
   - Position the coolant pump.
   - Install the bolts and tighten in two stages.
     - Stage 1: Tighten to 8 Nm (71 lb-in).
     - Stage 2: Tighten an additional 90 degrees.

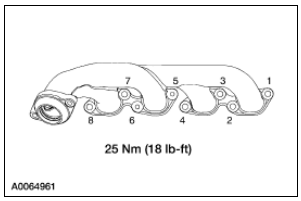


Items 47-48 and 53-54: Exhaust Manifold Assembly Note

1. **NOTE:** RH is shown, LH is similar.

   Install the exhaust manifold.

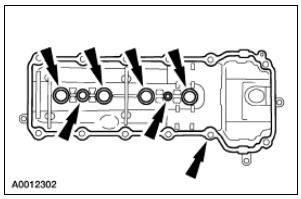
   - Install a new gasket and the exhaust manifold.
   - Tighten the eight nuts in the sequence shown.



Items 67-74: RH and LH Valve Cover Assembly Note

1. **NOTE:** RH is shown, LH is similar.

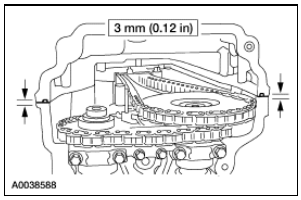
   Inspect and install new gaskets as necessary.



2. **NOTE:** RH is shown, LH is similar.

   NOTE: If the valve covers are not secured within four minutes of sealant application the sealant must be removed and the sealing area cleaned with metal surface cleaner. Allow to dry until there is no sign of wetness, or four minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

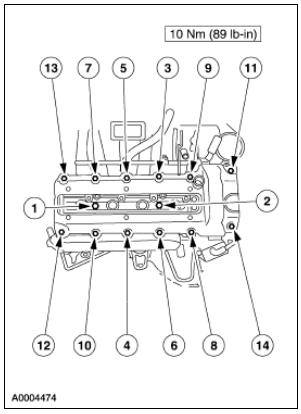
   Apply four beads of silicone gasket and sealant as shown.



3. **NOTE:** RH is shown, LH is similar.

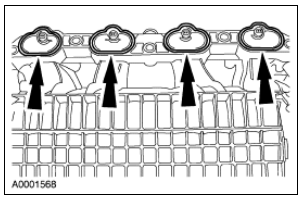
   Install the valve covers.

   - Tighten the bolts in the sequence shown.



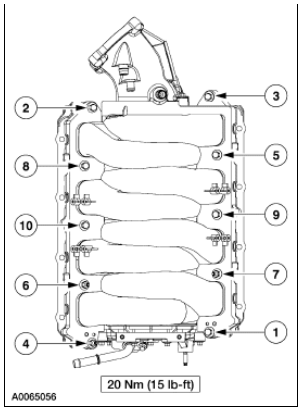
Items 76-78: Intake Manifold Assembly Note

1. Install new intake manifold gaskets.

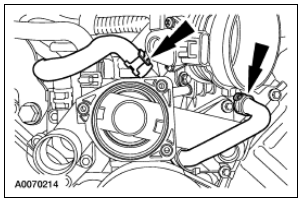


2. **NOTE:** The throttle body and adapter are shown removed for clarity. It is not necessary to remove the throttle body and adapter to remove the intake manifold.

   Install the intake manifold and tighten the bolts in the sequence shown.

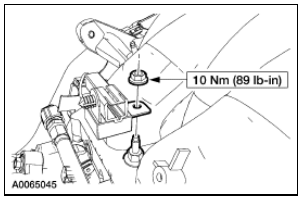


3. Connect the throttle body heater hose.



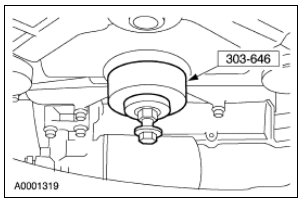
4. **NOTE:** RH is shown, LH is similar.

   Install the radio interference capacitor and the nut.



Item 89: Front Crankshaft Seal Assembly Note

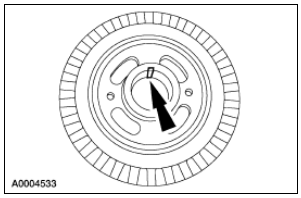
1. Using the special tool, install the front crankshaft seal.



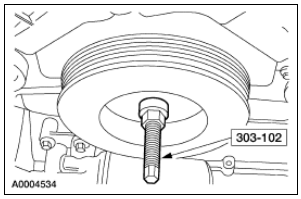
Items 90-92: Crankshaft Pulley Assembly Note

1. **NOTE:** If the crankshaft pulley is not secured within four minutes of sealant application the sealant must be removed and the sealing area cleaned with metal surface cleaner. Allow to dry until there is no sign of wetness, or four minutes, whichever is longer. Failure to follow this procedure can cause future oil leakage.

   Apply silicone gasket and sealant to the crankshaft pulley keyway.



2. Using the special tool, install the crankshaft pulley.

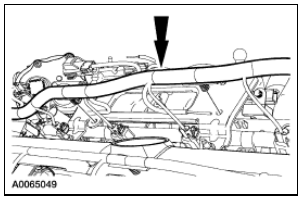


3. Install the washer and a new bolt and tighten in two stages.
   - Stage 1: Tighten to 80 Nm (59 lb-ft).
   - Stage 2: Tighten an additional 80 degrees.
   - Remove the flexplate holding tool.

Item 118: Engine Wiring Harness Assembly Note

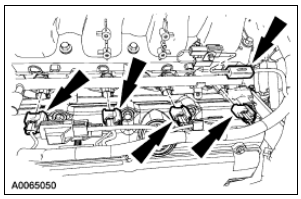
1. **NOTE:** LH is shown, RH is similar.

   Disconnect the engine wiring harness retainers from the engine appearance cover support bracket.

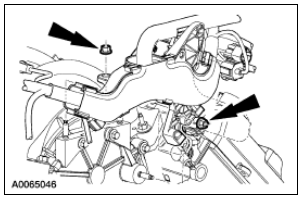


2. **NOTE:** LH is shown, RH is similar.

   Disconnect the fuel injector and radio interference capacitor electrical connectors.

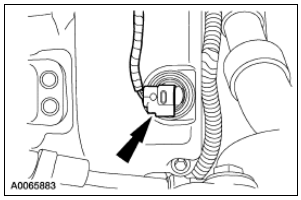


3. Remove the nuts and the engine wiring harness retainer and position aside.

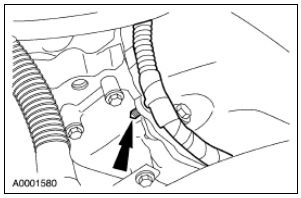


4. **NOTE:** RH is shown, LH is similar.

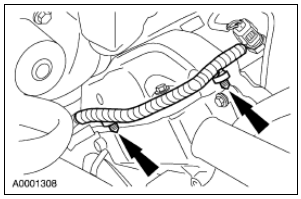
   Disconnect the variable cam timing (VCT) sensor electrical connector.



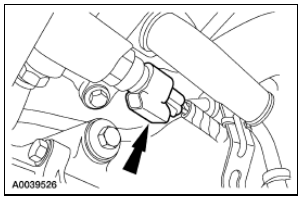
5. Disconnect the wiring harness retainers from the LH valve cover.



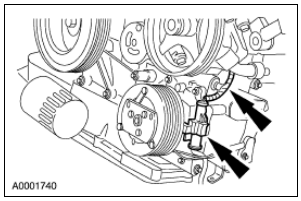
6. Disconnect the three wiring harness retainers from the RH valve cover.



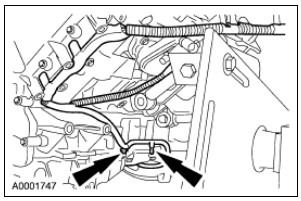
7. Disconnect the power steering pressure (PSP) switch.



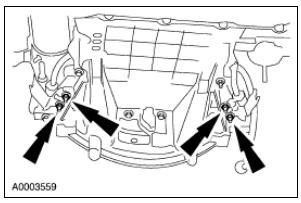
8. Disconnect the A/C electrical connector and the retaining clip.



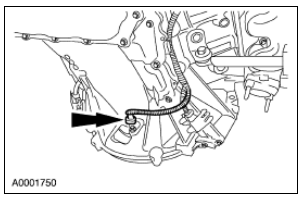
9. Disconnect the two pin-type retainers.



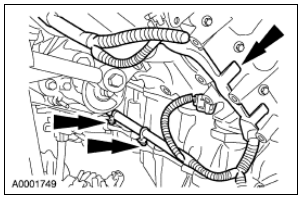
10. Remove the exhaust gas oxygen sensor (HO2S) connectors from the brackets.



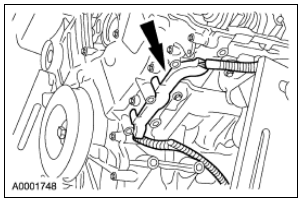
11. Disconnect the crankshaft position (CKP) sensor electrical connector.



12. Remove the wiring harness from the front cover.



13. Remove the wiring harness from the front cover.



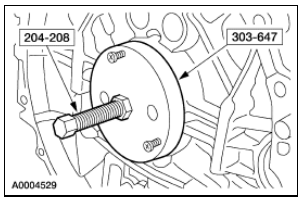
Items 142 and 143: Oil Filter and Seal Assembly Note

1. Install the oil filter until the seal makes contact. Tighten an additional 270 degrees.

154: Crankshaft Rear Seal Assembly Note

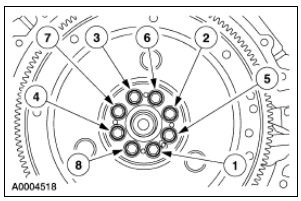
1. **NOTE:** Lubricate the outer lips and the inner seal on the crankshaft rear oil seal with clean engine oil.

   Using the special tool, install the rear main seal.



Items 155 and 156: Flexplate Assembly Note

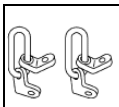
1. Install the flexplate and tighten the bolts in two stages in the sequence shown.
   - Stage 1: Tighten to 15 Nm (11 lb-ft).
   - Stage 2: Tighten to 110 Nm (81 lb-ft).



Engine

Printable View (2330 KB)

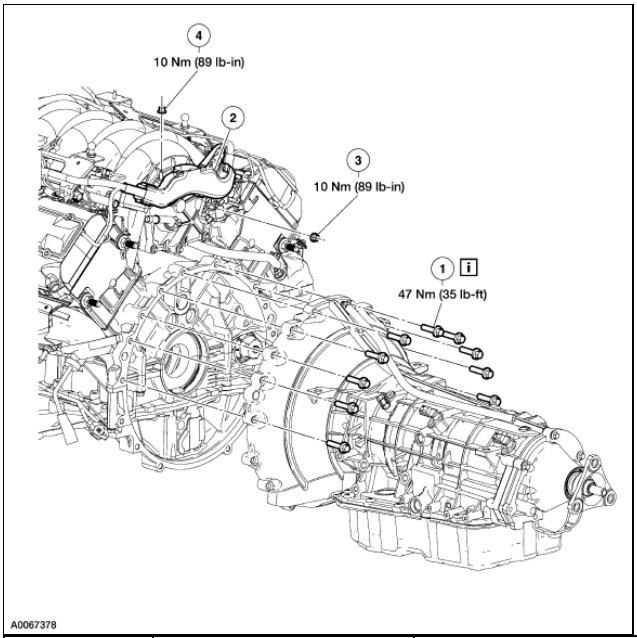
Special Tool(s)

 ST1595-A	Lifting Brackets, Engine 303-050 (T70P-6000)
ST1602-A	Spreader Bar 303-D089 (D93P-6001-A3)
ST1444-A	Installer Set, Teflon Seal 211-D027 (D90P-3517-A) or equivalent

Material

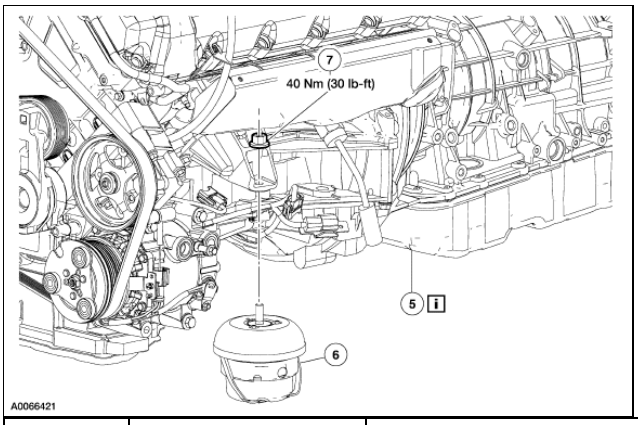
Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H

1. Illustration 1 of 13. Install the components in the order indicated in the following illustration and table.



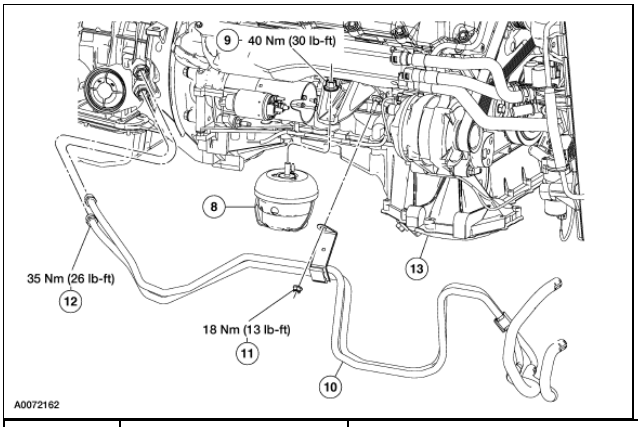
Item	Part Number	Description
1	W500120	Engine-to-transmission bolts Installation Note
2	12B637	Engine wiring harness
3	N520415	Wiring harness retainer nut
4	N520415	Wiring harness retainer nut

2. Illustration 2 of 13. Install the components in the order indicated in the following illustration and table.



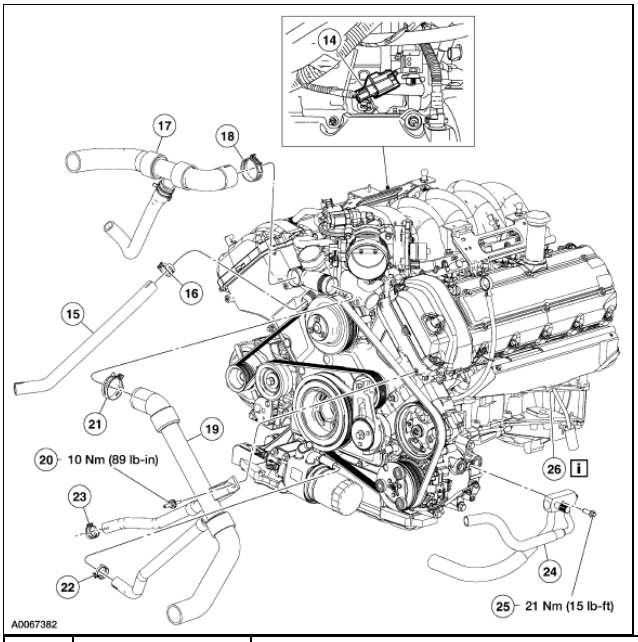
Item	Part Number	Description
5		Engine and transmission assembly Installation Note
6	N621942	Motor mount nut
7	6A003	Motor mount

3. Illustration 3 of 13. Install the components in the order indicated in the following illustration and table.



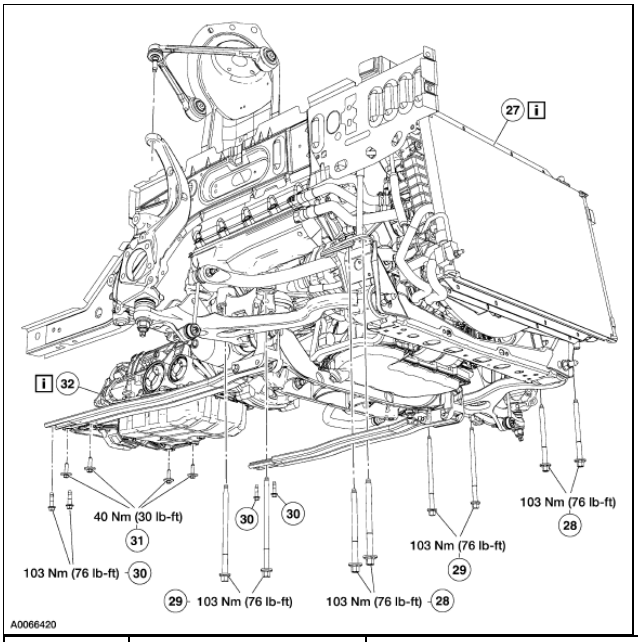
Item	Part Number	Description
8	6A003	Engine mount
9	N621942	Engine mount nut
10	070200	Transmission cooler lines
11		Transmission cooler line bracket nut
12		Transmission cooler line fittings
13		Engine and transmission assembly

4. Illustration 4 of 13. Install the components in the order indicated in the following illustration and table.



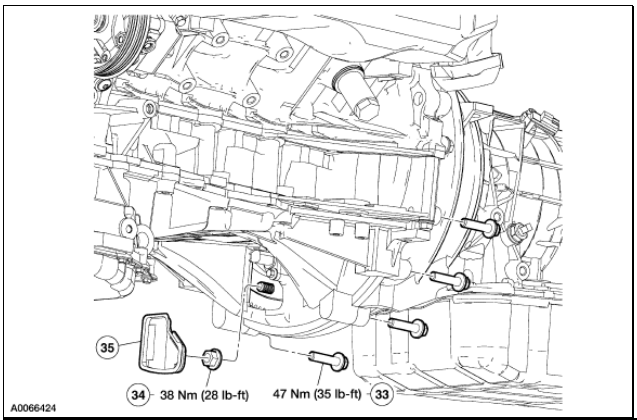
Item	Part Number	Description
14		Knock sensor electrical connector (part of 12B637)
15	18K580	Heater hose
16	15161	Heater hose clamp
17	8B274	Upper radiator hose
18	15151	Upper radiator hose clamp
19	8B273	Lower radiator hose
20	W701808	Lower radiator hose bolt
21	15161	Oil cooler hose clamp
22	15151	Lower radiator hose clamp
23	15161	Oil cooler hose clamp
24	19E559	A/C manifold
25		A/C manifold bolt
26		Block heater electrical connector (part of 12B637) Installation Note

5. Illustration 5 of 13. Install the components in the order indicated in the following illustration and table.



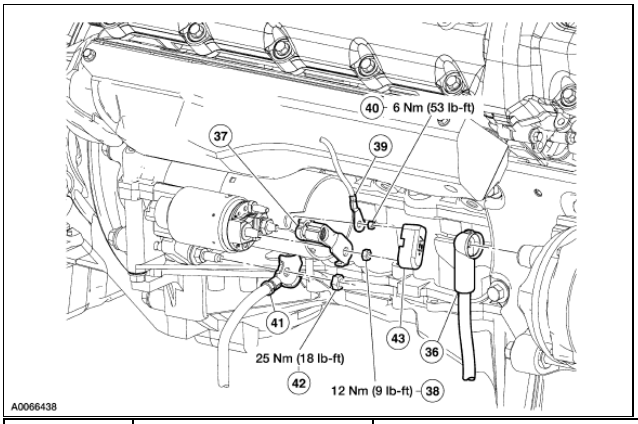
Item	Part Number	Description
27		Engine and transmission assembly Installation Note
28	W708091	Front crossmember bolts
29	W706329	Center crossmember bolts
30	W707186	Crossmember brace bolts
31	W704971	Transmission crossmember bolts
32		Engine and transmission assembly Installation Note

6. Illustration 6 of 13. Install the components in the order indicated in the following illustration and table.



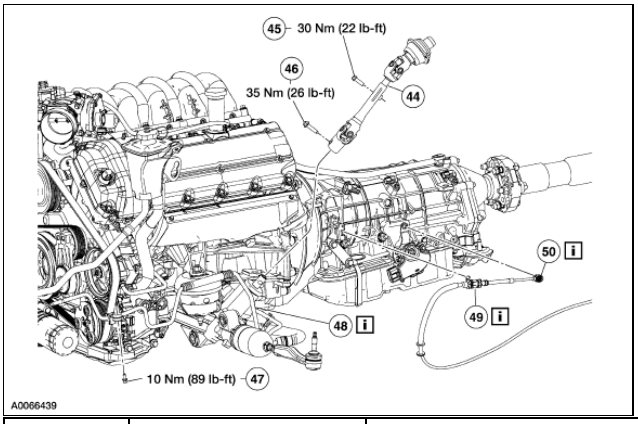
Item	Part Number	Description
33	W500120	Transmission-to-engine bolts
34		Torque converter nuts
35	7N840	Flexplate bolt cover

7. Illustration 7 of 13. Install the components in the order indicated in the following illustration and table.



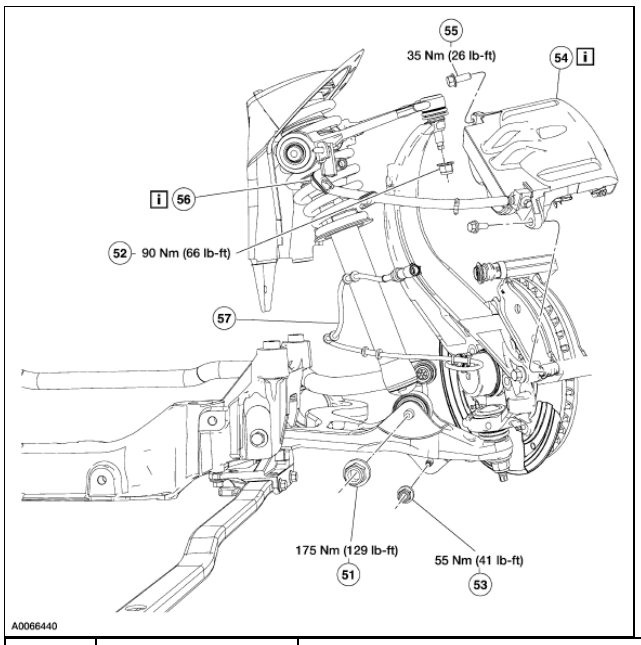
Item	Part Number	Description
36		Generator electrical connector
37		Starter motor electrical connector
38	N800136	Starter motor terminal nut
39		Starter motor electrical connector
40	N800136	Starter motor terminal nut
41	14305	Ground cable
42	N500617	Ground cable nut
43	11N087	Starter motor terminal cover

8. Illustration 8 of 13. Install the components in the order indicated in the following illustration and table.



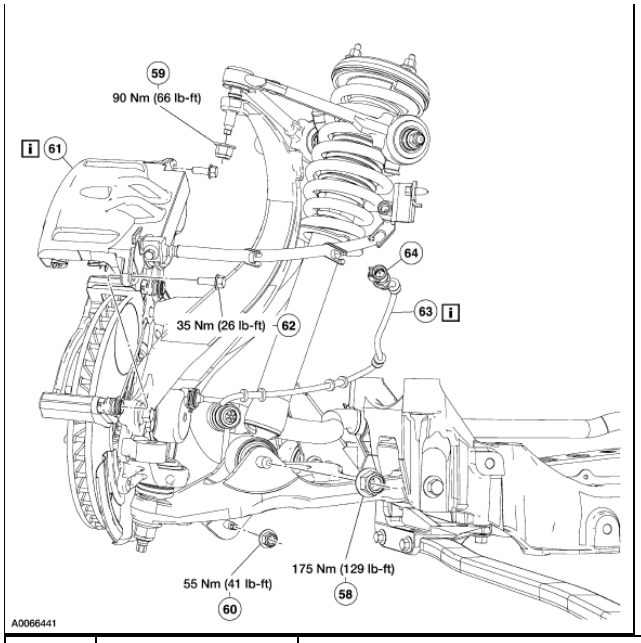
Item	Part Number	Description
44	110400	Steering shaft
45	110401	Steering shaft bolt
46	W705113	Steering coupling bolt
47	W500213	Power steering retaining bolt
48		Steering rack electrical connectors Installation Note
49	7A395	Shift cable Installation Note
50	7A395	Shift cable Installation Note

9. Illustration 9 of 13. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
51	W50213	Lower strut mount nut and bolt
52	W520214	Upper ball joint nut
53	W50213	Stabilizer bar nut
54	2B119	Brake caliper Installation Note
55	2B118	Brake caliper bolts (2 req'd)
56	2B663	Anti-lock brake sensor harness Installation Note
57	2B663	Anti-lock brake sensor electrical connector

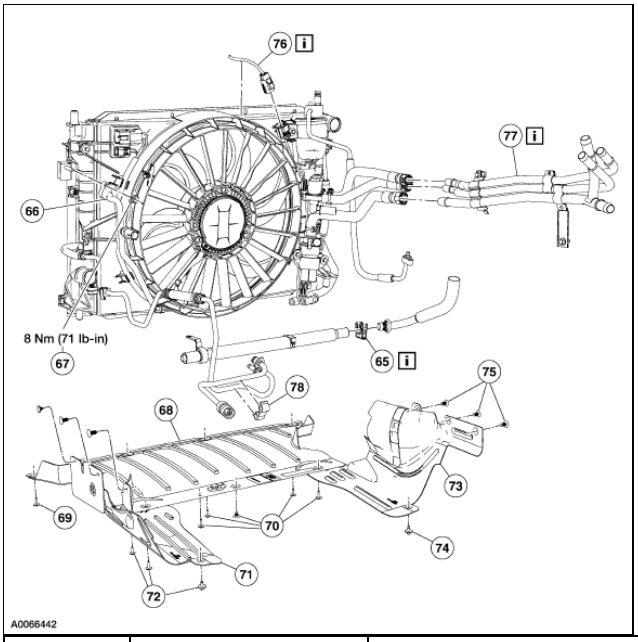
10. Illustration 10 of 13. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description

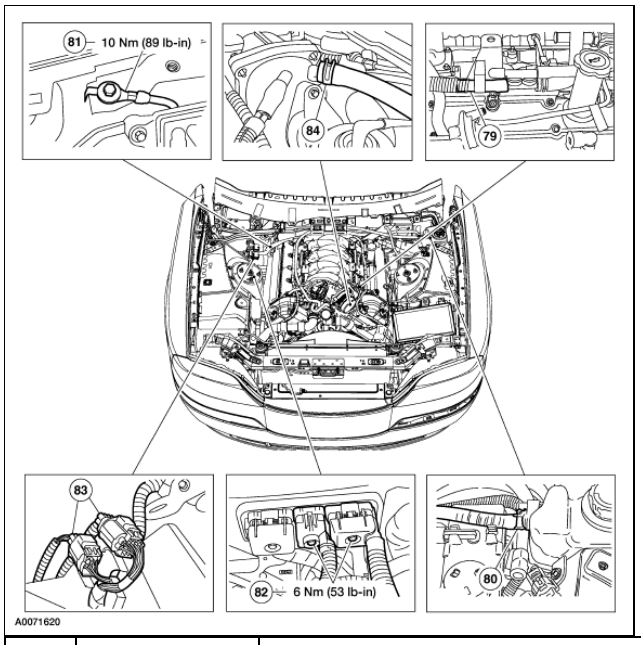
58	W50213	Lower strut mount nut and bolt
59	W520214	Upper ball joint nut
60	W50213	Stabilizer bar nut
61	2B119	Brake caliper Installation Note
62	2B118	Brake caliper bolts (2 req'd)
63	2B663	Anti-lock brake sensor harness Installation Note
64	2B663	Anti-lock brake sensor electrical connector

11. Illustration 11 of 13. Install the components in the order indicated in the illustration and table.



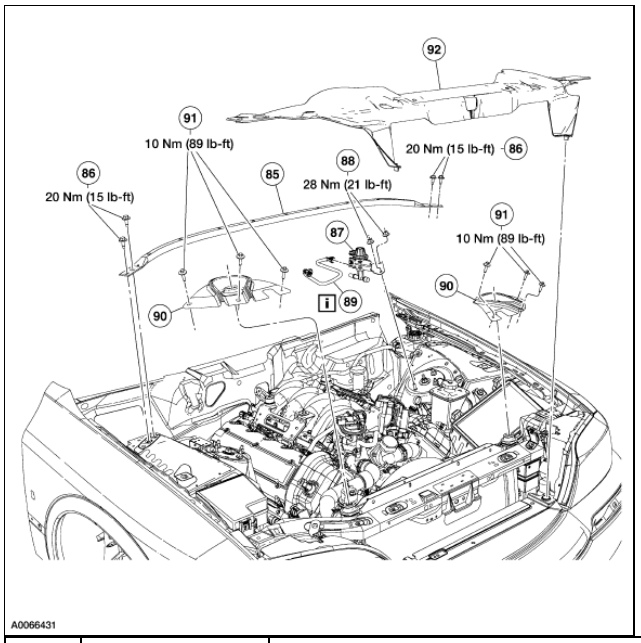
Item	Part Number	Description
65	19A83	Low pressure hose Installation Note
66		A/C high pressure hose
67		A/C line nut
68	8C379	Splash shield
69	N801169	Bolts
70	388577	Push pins
71	8C379	Splash shield
72	N801169	Bolts
73	8C379	Splash shield
74	N801169	Bolts
75	388577	Push pins
76	14A624	Coolant valve electrical connector Installation Note
77	18C553A	Heater hoses Installation Note
78	3A713A	Power steering pressure hose clip

12. Illustration 12 of 13. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
79		Vacuum hose
80		Degas bottle hose
81		Ground strap
82		Powertrain control module electrical connectors
83		Powertrain bulkhead electrical connectors
84		Vacuum supply hose

13. Illustration 13 of 13. Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
85	3B328A	Strut tower brace

86	W708009	Strut tower brace bolts
87	31304	VMV
88		Vapor management valve (VMV) bracket nuts
89	9D289A	VMV vacuum hose Installation Note
90	8226A/8227A	Upper radiator support bracket
91	N606677	Upper radiator support bracket bolts
92	8C291	Upper radiator sight shield

14. Install the air cleaner inlet. For additional information, refer to Section 303-04B .
15. **⚠ CAUTION: The coolant Fill procedure must be followed exactly or damage to the engine can occur.**

    Fill the engine coolant. For additional information, refer to Section 303-03 .
16. Charge the A/C system. For additional information, refer to Section 412-00 .
17. Install the power steering pump reservoir bolts. For additional information, refer to Section 205-00 .
18. Install the cowl vent screens. For additional information, refer to Section 501-00 .
19. Connect the fuel hose. For additional information, refer to Section 310-00 .
20. Install the fresh air filter panel. For additional information, refer to Section 412-00 .
21. Install the front wheels and tires. For additional information, refer to Section 204-00 .
22. Install the LH and the RH inner splash shields.
23. Install the driveshaft. For additional information, refer to Section 205-00 .
24. Install the three-way catalytic converter (TWC). For additional information, refer to Section 309-00 .

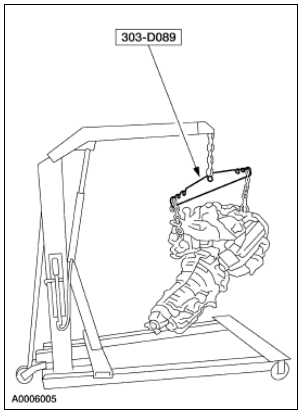
Item 1: Engine-to-Transmission Bolts Installation Note

1. **NOTE:** Align the flexplate to converter marks made during engine removal.

   Install the engine to the transmission and install the bolts.

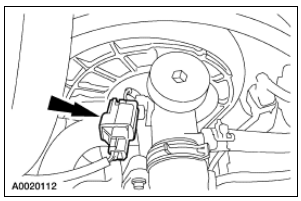
Item 5: Engine and Transmission Assembly Installation Note

1. Using a floor crane and the special tool, install the engine onto the subframe.



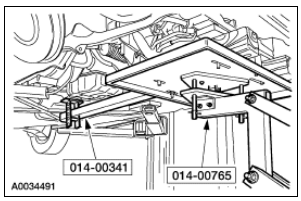
Item 26: Block Heater Electrical Connector Installation Note

1. Connect the knock sensor electrical connector.



Item 27: Engine and Transmission Assembly Installation Note

1. Using the powertrain lift and the transmission support bracket, carefully raise the entire assembly into the vehicle.

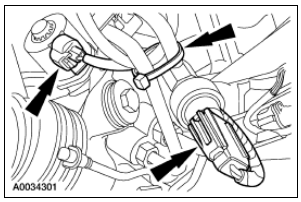


Item 32: Engine and Transmission Assembly Installation Note

1. Install the safety stands from the rear of the vehicle.

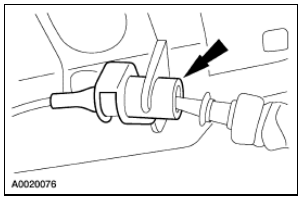
Item 48: Steering Rack Electrical Connectors Installation Note

1. Connect the power steering rack electrical connectors.



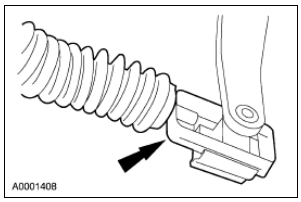
Item 49: Shift Cable Installation Note

1. Reclip the shift cable to the bracket.



Item 50: Shift Cable Installation Note

1. Connect the shift cable to the shifter.

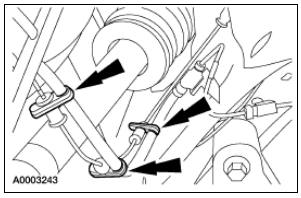


Items 54 and 61: Brake Caliper Installation Note

1. Install the brake caliper.

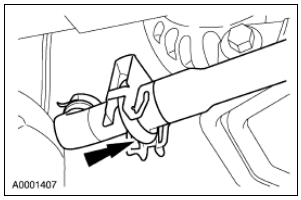
Items 56 and 63: Anti-Lock Brake Sensor Harness Installation Note

1. Position the anti-lock brake sensor harness and clip to the brake hose.



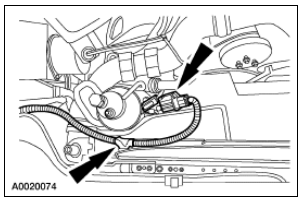
Item 65: Low Pressure Hose Installation Note

1. Connect the A/C low pressure hose.



Item 76: Coolant Valve Electrical Connector Installation Note

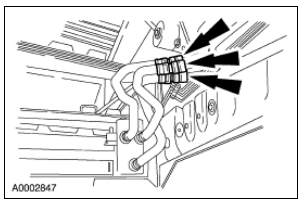
1. Clip the harness to the radiator support and connect the coolant valve electrical connector.



Item 77: Heater Hoses Installation Note

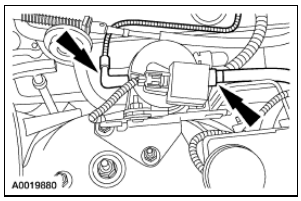
1. **NOTE:** Install the hoses to the marks made during the removal process.

   Connect the hoses to the coolant control valve.



Item 89: Vapor Management Valve Vacuum Hose Installation Note

1. Connect the VMV.
   - Vacuum hose
   - Canister purge valve.



Engine Cooling Component Location Index

Printable View (197 KB)

3.0L Engine

3.9L Engine

Printable View (12 KB)

General Specifications

Item	Specification
Cooling System Capacity	
3.0L	10.6L (2.8 gallons)
3.9L	11.3L (3.0 gallons)
Coolant Type	
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent [a]	WSS-M97B51-A1 (Yellow color)
Other Chemicals	
Motorcraft Premium Cooling System Flush VC-1	ESR-M14P7-A
Premium Long Life Grease XG-1-C	ESA-M1C75-B
Motorcraft Cooling System Stop Leak Pellets VC-6	WSS-M99B37-B6
Cooling System Pressure Test Specifications	
Thermostat Opening Temperatures (3.0L)	
Starts to open	88-92°C (190-198°F)
Fully open	103°C (217°F)
Thermostat Opening Temperatures (3.9L)	
Starts to open	86-90°C (197-194°F)
Fully open	104°C (219°F)

[a] The addition of Motorcraft Cooling System Stop Leak Pellets, VC-6, darkens Motorcraft Premium Gold Engine Coolant from yellow to golden tan.

Torque Specifications

Description	Nm	lb-ft	lb-in
Thermostat housing bolts (3.0L)	11	8	
Thermostat housing bolts (3.9L)	10		89
Upper radiator hose retaining bracket bolts (3.9L)	10		89
Coolant pump bolts (3.0L)	25	18	
Intake manifold support bracket (3.0L)	10		89
Coolant pump bolts (3.9L) [a]			
Engine fill cap (3.9L) [a]			
Coolant pump pulley bolts (3.9L) [a]			
Coolant inlet pipe bolts (3.0L)	25	18	
Coolant outlet pipe bolts (3.0L)	10		89
Coolant outlet pipe bolts (3.9L)	10		89
Receiver/drier bracket bolt	11	8	
Coolant control valve bracket bolt	6		53
Auxiliary coolant pump bolts (3.9L)	9		80

Upper radiator support bracket bolts	10		89
Fan shroud bolts	10		89
Condenser-to-radiator bolts	10		89
Condenser support bracket bolts	10		89
Transmission oil cooler bolts	10		89
Degas bottle bolts	6		53
Cross vehicle support bolts	20	15	

[a] Refer to the procedure in this section.

Engine Cooling

Printable View (287 KB)

⚠ CAUTION: Vehicle cooling systems are filled with Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent meeting Ford specification WSS-M97B51-A1 (yellow color). Always fill the cooling system with the same coolant that is present in the system. Do not mix coolant types.

The cooling system components include the:

- block heater (optional).
- cylinder head temperature sensor.
- fan blade, fan motor and fan shroud assembly.
- radiator.
- pressure relief cap.
- degas bottle.
- radiator draincock.
- coolant pump.
- oil cooler (optional).
- thermostat.

The thermostat:

- controls the engine coolant temperature.
- allows quicker engine warm-up.

The degas bottle:

- provides a location for system fill.
- contains coolant expansion and system pressurization.
- provides air separation during operation.
- replenishes the engine coolant to the system.

The fan blade draws air through the radiator to help cool the engine coolant.

The fan motor:

- operates only when the engine is running.

The engine coolant flows:

- from the lower radiator hose to the coolant pump.
- from the coolant pump to the engine block and the cylinder heads.

A closed thermostat returns the engine coolant to the coolant pump. An open thermostat allows the engine coolant to flow to the radiator.

Engine coolant provides freeze protection, boil protection, cooling efficiency and corrosion protection to the engine and cooling components. In order to obtain these protections, the engine coolant must be maintained at the correct concentration and fluid level in the degas bottle.

When adding engine coolant, use a 50/50 mixture of engine coolant and clean, distilled water.

To maintain the integrity of the cooling system:

- Add Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent meeting Ford specification WSS-97B51-A1 (yellow color). Do not mix coolant types.
- Do not add/mix Motorcraft Speciality Orange Engine Coolant VC-2 or equivalent meeting Ford specification WSS-M97B44-D (orange color). Mixing coolants can degrade the coolant's corrosion protection.
- Do not add alcohol, methanol, brine or any engine coolants mixed with alcohol or methanol antifreeze. These can cause engine damage from overheating or freezing.
- Do not mix with recycled coolant unless it meets the requirements of Ford specification WSS-M97B51-A1. Not all coolant recycling processes meet these Ford specifications. Use of such coolants can harm the engine and cooling system components. Do not mix coolant types.

The cylinder head temperature sensor provides a signal to the temperature gauge and will invoke fail-safe cooling.

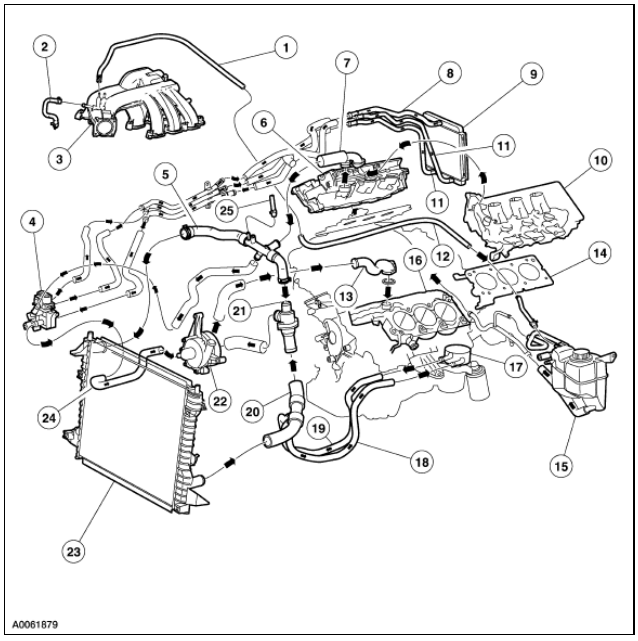
The optional block heater:

- electrical heating element is installed in the block cooling jacket.
    - ♦ uses a standard 110V (220V in Europe) electrical supply.
- keeps the engine coolant warm during cold weather.

The auxiliary coolant pump (3.9L only):

- provides heater coolant flow boost.
- has a secondary function of providing engine-off cooling.

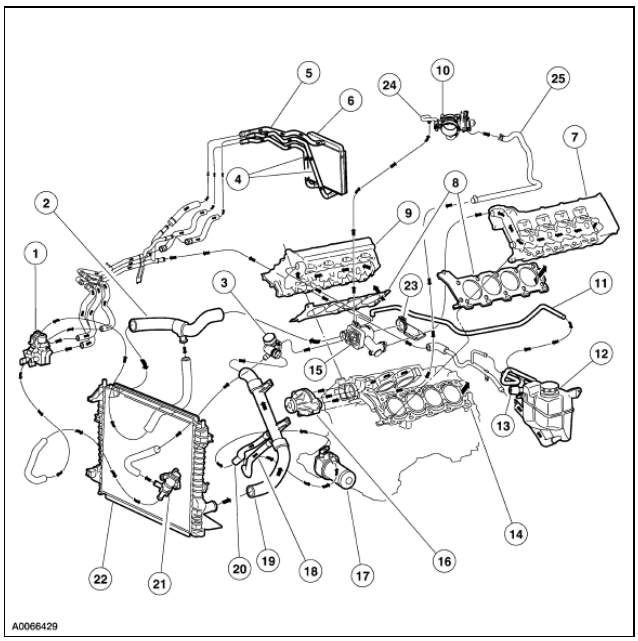
Coolant Flow 3.0L



Item	Part Number	Description
1	8276	From degas vent
2	8B274	Coolant crossover-to-upper intake manifold
3	9424	Upper intake manifold
4	18495	Coolant control valve

5	8260	Upper radiator hose
6	6090	Cylinder head (RH)
7	8548	Coolant outlet pipe
8	18472	Heater outlet hose
9	18476	Heater core
10	6049	Cylinder head (LH)
11	18472	Heater inlet hoses (2 req'd)
12	9F813	Engine vent hose (to upper intake manifold)
13	8A560	Coolant inlet pipe
14	6051	Cylinder head gasket (2 req'd)
15	8A080	Degas bottle
16	6009	Cylinder block
17	6A642	Oil cooler
18		Oil cooler inlet hose
19		Oil cooler outlet hose
20	8B273	Lower radiator hose
21	8A856	Thermostat housing
22	8501	Coolant pump
23	8005	Radiator
24		Coolant pump inlet hose
25		From coolant crossover tube

Coolant Flow 3.9L



Item	Part Number	Description
1	18495	Coolant control valve
2	8260	Upper radiator hose
3	8A520	Thermostat housing
4	18472	Heater inlet hoses (2 req'd)
5	18472	Heater outlet hose

6	18476	Heater core
7	6049	Cylinder head (LH)
8	6051	Cylinder head gasket (2 req'd)
9	6049	Cylinder head (RH)
10	9E926	Throttle body
11	8276	Engine vent hose
12	8A080	Degas bottle
13		Relief valve
14	6015	Cylinder block
15	8A504	Coolant outlet pipe
16	8501	Coolant pump
17	6A642	Oil cooler
18		Oil cooler inlet hose
19	8286	Lower radiator hose
20		Oil cooler outlet hose
21	18D794	Auxiliary coolant pump
22	8005	Radiator
23	9N499	Coolant outlet
24	8548	Throttle heating feed hose
25	9F814	Throttle heating hose

Engine Cooling Printable View (60 KB)

Special Tool(s)

ST1474-A	Radiator Pressure Tester 014-R1072 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR Tester (NGS) 418-F052 (007-00520) or equivalent
ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST1396-A	Dial Thermometer 0-220°F 023-R0007
ST1720-A	Battery/Antifreeze Tester 014-R1060 or equivalent

Inspection and Verification

⚠ WARNING: Never remove the pressure relief cap under any conditions while the engine is operating. Failure to follow these instructions can result in damage to the cooling system or engine and/or personal injury. To avoid having scalding hot coolant or steam blow out of the cooling system, use extreme care when removing the pressure relief cap from a hot degas bottle. Wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly one turn (counterclockwise). Step back while the pressure is released from the cooling system. When certain all the pressure has been released, remove the pressure relief cap (still with a cloth).

⚠ CAUTION: Check the coolant level and engine oil, top off the coolant if needed. If there is engine coolant in the engine oil, the cause must be corrected and oil changed or major component damage can occur.

⚠ CAUTION: Vehicle cooling systems are filled with Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent meeting Ford specification WSS-M97B51-A1 (yellow color). Always fill the cooling system with the same coolant that is present in the system. Do not mix coolant types.

1. **NOTE:** The addition of Motorcraft Cooling System Stop Leak Pellets VC-6, darkens Motorcraft Premium Gold Engine Coolant from yellow to golden tan.

   Verify the customer concern by operating the engine to duplicate the condition.

2. Inspect to determine if any of the following mechanical or electrical concerns apply.

Visual Inspection Chart

Mechanical	Electrical
• Leaks • Restricted airflow through the condenser/radiator • Damaged hoses • Loose/damaged hose clamps • Damaged coolant gasket • Damaged head gaskets • Damaged coolant pump • Damaged radiator • Damaged degas bottle • Damaged heater core • Damaged or obstructed electric cooling fan	• Damaged cylinder head temperature sensor • Damaged wiring • Fuse • Damaged circuitry

⚠ CAUTION: The cylinder head temperature sensor is not reusable after removal. For electrical concern testing, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

3. If the inspection reveals an obvious concern that can be readily identified, repair it as necessary.

4. Inspect the coolant condition:
    1. Inspect the coolant color.
        - ♦ If Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent meeting Ford specification WSS-M97B51-A1 (yellow color) has a clear or pale yellow color, this indicates higher water content than required.
        - ♦ Dark brown could indicate unauthorized stop leak may have been used. Use Motorcraft Cooling System Stop Leak Pellets VC-6 or equivalent meeting Ford specification ESE-M99B37-B5 except as noted in ES-F6SE-19A511-AA.
        - ♦ A light or reddish brown color indicates that rust may be present in the cooling system. Flush the system and refill with the correct mixture of water and Premium Gold Engine Coolant.
        - ♦ An iridescent sheen on the surface of the coolant could indicate a trace of oil is entering the system. For additional information on engine diagnosis, refer to Section 303-00 .
        - ♦ A milky brown color may indicate that engine oil is entering the cooling system. If oil is suspected, the cause of the leak may be internal to the engine. For additional information on engine diagnosis, refer to Section 303-00 .
        - ♦ A milky brown color in the engine oil may indicate that coolant is entering the oil. If coolant is suspected, the cause of the leak may be internal to the engine. For additional information on engine diagnosis, refer to Section 303-00 .
    2. If the engine coolant appearance is acceptable, test the engine coolant freezing point range with the Battery/Antifreeze tester. The freezing point should be in the range -50°F to -10°F. If the vehicle is driven in cold climates less than -34°F, it may be necessary to increase the coolant concentration to get adequate freeze protection.
        - ♦ Maximum coolant concentration is 60/40.
        - ♦ Minimum coolant concentration is 40/60.
    3. Adjust coolant range and level if necessary:

- If the coolant is low, add specified coolant mixture only.
- If the coolant tests weak, add straight engine coolant until the readings are within acceptable levels.
- If the coolant tests strong, remove some of the engine coolant and add water until the readings are within acceptable levels.

5. If the concern remains after the inspection, determine the symptom(s). GO to the Symptom Chart .

6. Verify the cooling system is correctly filled and bled. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Symptom Chart

Symptom Chart

Pinpoint Tests

PINPOINT TEST A: LOSS OF COOLANT

Test Step	Result / Action to Take
A1 CHECK THE ENGINE COOLANT LEVEL	
NOTE: Allow the engine to cool before checking the engine coolant level. • Key in OFF position. • Visually check the engine coolant level at the degas bottle. • **Is the engine coolant level within specification?**	**Yes** GO to A2 . **No** FILL the engine coolant as necessary. GO to A6 .
A2 CHECK THE DEGAS BOTTLE PRESSURE RELIEF CAP	
⚠ WARNING: To avoid personal injury, do not unscrew the coolant pressure relief cap while the engine is operating or hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. • Inspect the pressure relief cap for foreign material between the sealing gasket and the diaphragm. • **Is the pressure relief cap OK?**	**Yes** GO to A5 . **No** CLEAN or INSTALL a new pressure relief cap. TEST the system for normal operation. GO to A3 .
A3 CHECK THE ENGINE COOLANT FOR INTERNAL LEAK	
⚠ WARNING: To avoid personal injury, do not unscrew the coolant pressure relief cap while the engine is operating or hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. • Key in OFF position.	**Yes** If engine oil is evident, REFER to Section 303-00 . **No** GO to A4 .

• Inspect the engine coolant in the degas bottle for signs of engine oil. • **Is oil evident in the coolant?**	
A4 CHECK THE ENGINE OIL FOR COOLANT	
• Remove the oil level indicator from the engine. • **Is coolant evident in the oil?**	**Yes** If coolant is in the engine, REFER to Section 303-00 . **No** GO to A5 .
A5 PRESSURE TEST THE ENGINE COOLING SYSTEM	
• Pressure test the engine cooling system. Refer to the Component Tests in this section. • **Does the engine cooling system leak?**	**Yes** REPAIR or INSTALL new components. TEST the system for normal operation. **No** The cooling system is operational. GO to the Symptom Chart .
A6 CHECK THE DEGAS BOTTLE	
• ⚠ **WARNING: To avoid personal injury, do not unscrew the coolant pressure relief cap while the engine is operating or hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly.** • **NOTE:** The engine must be cool when coolant is added to the degas bottle. • Add coolant to the degas bottle until fluid is between the coolant fill level marks. • **Does the degas bottle leak?**	**Yes** INSTALL a new degas bottle. TEST the system for normal operation. **No** CARRY OUT the cooling system pressure test. REFER to the Component Tests in this section. REPAIR as necessary. TEST the system for normal operation.

PINPOINT TEST B: THE ENGINE OVERHEATS

Test Step	Result / Action to Take
B1 CHECK THE ENGINE COOLANT LEVEL	
⚠ **WARNING: Never remove the pressure relief cap under any conditions while the engine is operating. Failure to follow these instructions can result in damage to the cooling system or engine and/or personal injury. To avoid having scalding hot coolant or steam blow out of the cooling system, use extreme care when removing the pressure relief cap from a hot degas bottle. Wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly one turn (counterclockwise). Step back while the pressure is released from the cooling system. When certain all the pressure has been released, remove the pressure relief cap (still with a cloth).** • Key in OFF position. • Check the engine coolant level at the degas bottle.	**Yes** GO to B2 . **No** FILL the engine coolant at the degas bottle. Go To Pinpoint Test A .

• **Is the engine coolant OK?**	
B2 CHECK THE COOLANT CONDITION	
• Check the coolant for contaminants such as rust, corrosion, or discoloration. • **Is the coolant condition OK?**	**Yes** GO to B3 . **No** FLUSH the engine cooling system. REFER to Engine and Radiator Flushing in this section. TEST the system for normal operation.
B3 CHECK FOR AN AIRFLOW OBSTRUCTION	
• Inspect the A/C condenser core and radiator for obstructions such as leaves or dirt. • **Is there an obstruction?**	**Yes** REMOVE the obstruction. CLEAN the A/C condenser core and radiator. TEST the system for normal operation. **No** GO to B4 .
B4 CHECK THE THERMOSTAT OPERATION	
• Key in START position. • Start the engine and allow the engine to run for 10 minutes. • Key in OFF position. • Feel the upper and lower radiator hoses. • **Are the upper and lower radiator hoses cold?**	**Yes** INSTALL a new thermostat. TEST the system for normal operation. **No** GO to B5 .
B5 CHECK THE COOLING FAN OPERATION	
• Carry out the cooling fan diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to diagnose the cooling fan system. • **Is the cooling fan operation OK?**	**Yes** GO to B6 . **No** REPAIR the cooling fan system. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. TEST the system for normal operation.
B6 CHECK COOLANT PUMP OPERATION	
• Visually inspect coolant pump for rotation and damage. • **Is coolant pump OK?**	**Yes** REFER to Section 303-00 for diagnosis and testing of the engine.

	No INSTALL a new coolant pump.

PINPOINT TEST C: THE ENGINE DOES NOT REACH NORMAL OPERATING TEMPERATURE

Test Step	Result / Action to Take
C1 CHECK THE ENGINE TEMPERATURE	
• Key in START position. • Start the engine and allow the engine to idle for 10 minutes. • Key in OFF position. • Feel the upper and lower radiator hoses. • **Are the upper and lower radiator hoses cold?**	**Yes** INSTALL a new thermostat. TEST the system for normal operation. **No** REFER to Section 413-00 for diagnosis and testing of the engine coolant temperature gauge.

Component Tests

Pressure Test

1. Turn the engine OFF.

2. Remove the cowl vent screen. Refer to Section 501-00 .

3. ⚠ **WARNING: Never remove the pressure relief cap under any conditions while the engine is operating. Failure to follow these instructions can result in damage to the cooling system or engine and/or personal injury. To avoid having scalding hot coolant or steam blow out of the cooling system, never remove the pressure relief cap from a hot degas bottle. Wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly one turn (counterclockwise). Step back while the pressure is released from the cooling system. When certain all the pressure has been released, remove the pressure relief cap (still with a cloth).**

   Check the engine coolant level. Refer to Cooling System Draining, Filling and Bleeding in this section.

4. Connect the Radiator/Heater Core Pressure Tester to the degas bottle nipple and overflow hose. Install a pressure test pump to the quick-connect fitting of the test adapter.

5. **NOTE:** If the plunger of the pump is depressed too fast, an erroneous pressure reading will result.

   Slowly depress the plunger of the pressure test pump until the pressure gauge reading stops increasing and note the highest pressure reading obtained.

6. If the pressure relief cap does not hold pressure, remove and wash the pressure relief cap in clean water to dislodge all foreign particles from the gaskets. Check the sealing surface in the filler neck.

7. If 8-9 kPa (13 psi) cannot be reached, carry out the pressure relief cap component test. If more than 12 kPa (18 psi) shows on the gauge, install a new pressure relief cap.

8. ⚠ **CAUTION: If the pressure drops, check for leaks at the engine to heater core hoses, engine-to-radiator hoses, coolant valve hose (if applicable), oil cooler return tube gasket,**

radiator and heater core or other system components and connections. Any leaks which are found must be corrected and the system rechecked.

Pressurize the engine cooling system as described in Step 4 (using a pressure relief cap that operates within the specified upper and lower pressure limits). Observe the gauge reading for approximately two minutes; refer to General Specifications. Pressure should not drop during this time.

9. Release the system pressure by loosening the pressure relief cap. Check the engine coolant level and replenish, if necessary, with the correct engine coolant mixture. Refer to Cooling System Draining, Filling and Bleeding in this section.

Cap

⚠ WARNING: Never remove the pressure relief cap under any conditions while the engine is operating. Failure to follow these instructions can result in damage to the cooling system or engine and/or personal injury. To avoid having scalding hot coolant or steam blow out of the cooling system, use extreme care when removing the pressure relief cap from a hot degas bottle. Wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly one turn (counterclockwise). Step back while the pressure is released from the cooling system. When certain all the pressure has been released, remove the pressure relief cap (still with a cloth).

1. Remove the pressure relief cap from the degas bottle.
2. Immerse the pressure relief cap in water and install it on the shallow filler neck of the Radiator/Heater Core Pressure Tester and the Radiator Cap Adapter, part of the Radiator/Heater Core Pressure Tester.
3. Immerse the filler neck seal in water and install it in the filler neck adapter.
4. Install the filler neck adapter with the filler neck seal to the Radiator Cap Adapter.
5. Connect the female quick-connect fitting of the pressure test pump to the male quick-connect fitting of the filler neck adapter.
6. **NOTE:** If the plunger of the pump is depressed too fast, an erroneous pressure reading will result.

   Slowly depress the plunger of the pressure test pump until the pressure gauge reading stops increasing and note the highest pressure reading obtained.
7. Release the pressure by turning the relief screw counterclockwise. Then tighten the pressure relief screw and repeat Step 6 (at least twice) to make sure the reading is repeatable within the specifications of the pressure relief cap.
8. If the pressure test gauge readings are not within specifications, install a new pressure relief cap. If the pressure test gauge readings are within specifications, carry out the cooling system Pressure Test.

Thermostat

A new thermostat should be installed only after the following electrical and mechanical tests have been carried out.

Thermostat Electrical Test

NOTE: The electrical thermostat test is most accurate if carried out indoors at less than 37.8°C (100°F) ambient air. This test can be carried out with or without the hood open and with the engine warm or cold.

1. Check the engine coolant level. Fill as needed.

2. With the ignition OFF, attach the Rotunda 73 Digital Multimeter to the cylinder head temperature (CHT) sensor. It may be used to monitor sensor voltage values between 0-5 volts.

3. **NOTE:** Running this test with the vehicle in gear or with the A/C compressor clutch engaged (running) will cause incorrect diagnosis.

   Place the transmission in PARK (P) or NEUTRAL (N).

4. Start the engine and allow the engine to idle throughout this test. Allow the engine to run for two minutes, then record the CHT voltage. Record the CHT voltage every 60 seconds. When the CHT voltage trend changes direction or only changes slightly (0.03 volt or less) from the previous reading, record this as the thermostat opening voltage. Use the voltage and corresponding coolant temperature chart listed below.

Coolant Temp °C (°F)	CHT Min (Volts)	CHT Nom (Volts)	CHT Max (Volts)
0 (32)	4.7714	4.8032	4.8723
25 (77)	4.3428	4.4148	4.4727
50 (122)	3.5354	3.6495	3.7473
80 (176)	2.3049	2.4201	2.5260
110 (230)	1.3021	1.3808	1.4562
140 (284)	0.6960	0.7414	0.7857
170 (338)	0.3784	0.4024	0.4261

5. If the thermostat opening temperatures are not between 89°C (192°F) and 104°C (219°F) or the corresponding voltages shown on the chart, install a new thermostat.

6. If the thermostat opening temperatures and voltages are within the specified range, the thermostat is good and a new thermostat is not required. GO to the Sympton Chart.

Thermostat Mechanical Test

1. Remove the thermostat housing.

2. Immerse the thermostat housing and thermostat in a boiling antifreeze and water mixture.

3. See the General Specifications chart for thermostat opening temperatures.

Radiator Leak Test, Removed From the Vehicle

⚠ CAUTION: Never leak test an aluminum radiator in the same water that copper/brass radiators are tested in. Flux and caustic cleaners can be present in the cleaning tank and they will damage aluminum radiators.

NOTE: Always install plugs in the oil cooler fittings before leak testing or cleaning any radiator.

NOTE: Clean the radiator before leak testing to avoid contamination of tank.

1. Leak test the radiator in clean water with 138 kPa (20 psi) air pressure.

Cooling Fan Motor and Shroud

1. Inspect the fan blade and shroud for any foreign materials. Clear the obstruction and continue the test procedure.

2. Rotate the fan to see if any contact between the shroud and blade exists. If contact is observed, install a new fan shroud assembly.

3. Rotate the fan by hand. The fan should rotate freely (no resistance should be felt, the fan will free wheel with minimum effort). If any resistance is present, install a new fan assembly.

Cooling System Draining, Filling and Bleeding

Printable View (109 KB)

Draining

⚠ WARNING: Never remove the pressure relief cap while the engine is operating or when the cooling system is hot. Failure to follow these instructions can result in damage to the cooling system or engine or personal injury. To avoid having scalding hot coolant or steam blow out of the degas bottle when removing the pressure relief cap, wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, (still with a cloth) turn and remove the pressure relief cap.

⚠ CAUTION: The coolant must be recovered in a suitable, clean container for reuse. If the coolant is contaminated it must be recycled or disposed of correctly.

⚠ CAUTION: Care must be taken to make sure the accessory drive belt does not become contaminated with engine coolant.

⚠ CAUTION: Vehicle cooling systems are filled with Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent meeting Ford specification WSS-M97B51-A1 (yellow color). Always fill the cooling system with the same coolant that is present in the system. Do not mix coolant types.

1. Wrap a thick cloth around the coolant pressure relief cap on the degas bottle. Slowly turn the cap counterclockwise (left) until the pressure begins to release. When the pressure is released, remove the pressure relief cap.

2. **NOTE:** Less than 80% of coolant can be recovered with the engine in the vehicle. Dirty, rusty or contaminated coolant requires replacement.

   Place a suitable container below the radiator draincock. If equipped, disconnect the coolant return hose at the oil cooler.

   - Close the radiator draincock when finished.

Filling Bleeding

⚠ WARNING: Do not open the cooling system while it is hot or the engine is running. Failure to follow these instructions can result in personal injury.

⚠ CAUTION: Engine coolant provides freeze protection, boil protection, cooling efficiency and corrosion protection to the engine and cooling components. In order to obtain these protections, the engine coolant must be maintained at the correct concentration and fluid level in the degas bottle.

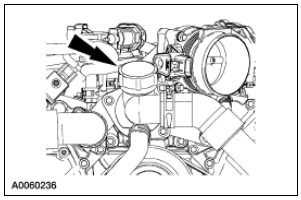
When adding engine coolant, use a 50/50 mixture of engine coolant and clean, drinkable water.

To maintain the integrity of the coolant and the cooling system:

- Add Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent meeting Ford specification WSS-M97B51-A1 (yellow color). Use the same coolant that was drained from the cooling system. Do not mix coolant types.
- Do not add Motorcraft Speciality Orange Engine Coolant VC-2 meeting Ford specification WSS-M97B44-D (orange color). Mixing coolants can degrade the coolant's corrosion protection.
- Do not add alcohol, methanol, brine or any engine coolants mixed with alcohol or methanol antifreeze. These can cause engine damage from overheating or freezing.
- Do not mix recycled coolant unless it meets the requirements of Ford specification WSS-M97B51-A1. Not all coolant recycling processes meet these Ford specifications. Use of such coolants can harm the engine and cooling system components.

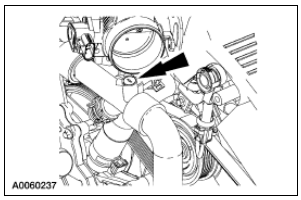
3.9L engines

1. Remove the engine fill cap.



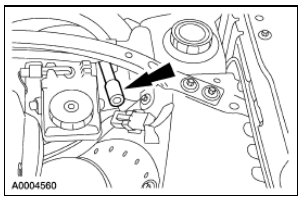
3.0L engines

2. Open the engine air bleed.



All engines

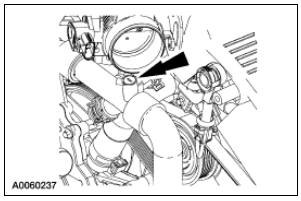
3. Open the heater air bleed.



4. Add coolant to the degas bottle allowing the system to equalize until no more coolant can be added.

3.0L engines

5. Close the engine air bleed when coolant begins to escape.



All engines

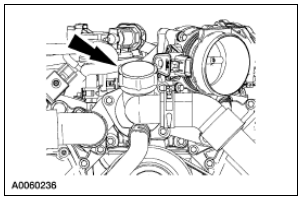
6. Install the degas bottle cap.

3.9L engines

⚠ CAUTION: Care must be taken to make sure the accessory drive belt does not become contaminated with engine coolant.

7. Add as much coolant as possible to the engine fill. The heater air bleed will remain open.

8. Install the engine fill cap.
   - Install the engine fill cap until contact is made, then tighten an additional 45 degrees (1/8 turn).

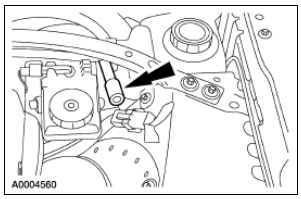


All engines

9. **NOTE:** The heater air bleed remains open.

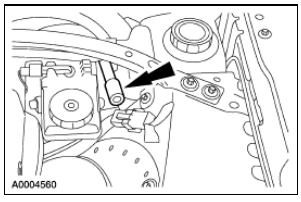
   Start the engine and turn the heater to the MAX position.

10. Close the heater air bleed when a steady stream of coolant escapes during engine idle.



11. Allow the engine to idle for five minutes, add coolant to the degas bottle as needed to maintain the cold fill MAX mark.

12. Open the heater air bleed to release any trapped air and close again.



3.9L engines

13. Maintain engine speed of 2,000 rpm for 3-5 minutes or until hot air comes from the heater.

14. Return to idle and verify hot air is still coming from the heater.

3.0L engines

15. Maintain engine speed of 1,500 rpm for 3-5 minutes or until hot air comes from the heater.
16. Return to idle and verify hot air is still coming from the heater.

All engines

17. Set the heater temperature setting to 24°C (75°F) and allow the vehicle to idle for two minutes.
18. Shut the engine off and allow to cool.
19. After the engine has cooled, add coolant to the degas bottle to bring the level to the cold fill MAX mark.

Engine and Radiator Flushing

Printable View (19 KB)

Special Tool(s)

ST1168-A	Flush Kit 164-R3658 or equivalent
ST1167-A	Drain Kit 164-R3662 or equivalent
ST2421-A	Pro Flush and Fill, Coolant 023-00154 or equivalent

Material

Item	Specification
Motorcraft Premium Cooling System Flush VC-1	ESR-M14P7-A

1. ⚠ **WARNING: Never remove the pressure relief cap while the engine is operating or when the cooling system is hot. Failure to follow these instructions can result in damage to the cooling system or engine or personal injury. To avoid having scalding hot coolant or steam blow out of the degas bottle when removing the pressure relief cap, wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, (still with a cloth) turn and remove the pressure relief cap.**

   Once pressure is released, remove the pressure relief cap.

2. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding .

3. Remove the thermostat. For additional information, refer to Thermostat and Thermostat Housing - 3.0L (4V) , or Thermostat Housing - 3.9L in this section.

4. Install the water hose connection without the thermostat.

5. **NOTE:** Refer to the cooling system Pro Flush and Fill operating instructions for specific vehicle hook-up.

   Use cooling system Pro Flush and Fill, Coolant Flush Kit and Drain Kit to flush the engine and radiator.

6. Install the thermostat.

7. Backflush the heater core. For additional information, refer to Heater Core Backflushing .

8. Fill the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Heater Core Backflushing Printable View (19 KB)

Special Tool(s)

ST1168-A	Flush Kit 164-R3658 or equivalent
ST1167-A	Drain Kit 164-R3662 or equivalent
ST2421-A	Pro Flush and Fill, Coolant 023-00154 or equivalent

Material

Item	Specification
Motorcraft Premium Cooling System Flush VC-1	ESR-M14P7-A

1. ⚠ **WARNING: Never remove the pressure relief cap while the engine is operating or when the cooling system is hot. Failure to follow these instructions can result in damage to the cooling system or engine or personal injury. To avoid having scalding hot coolant or steam blow out of the degas bottle when removing the pressure relief cap, wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, (still with a cloth) turn and remove the pressure relief cap.**

   Once pressure is released, remove the pressure relief cap.

2. Partially drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

3. **NOTE:** Refer to the cooling system Pro Flush and Fill operating instructions for specific vehicle hook-up.

   Use cooling system Pro Flush and Fill, Flush Kit and Drain Kit to backflush the heater core.

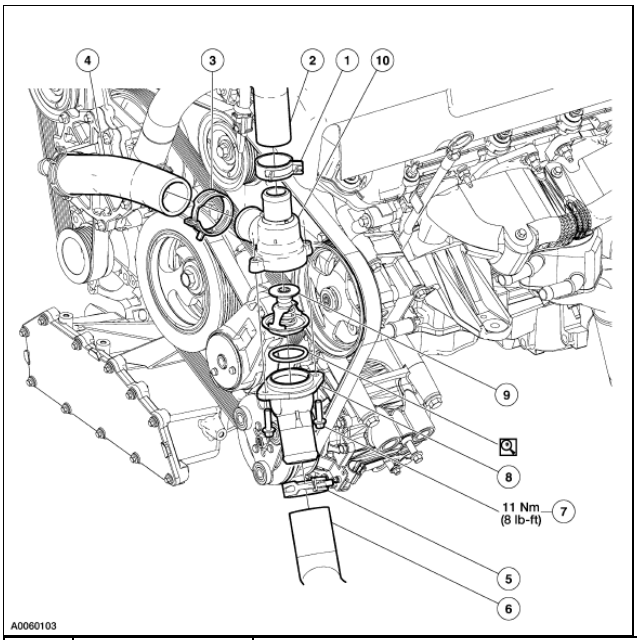
4. Fill the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Thermostat and Thermostat Housing 3.0L (4V) Printable View (220 KB)

Material

Item	Specification
Motorcraft Premium Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A1

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
2. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A .
3. Remove the components in the order listed in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	8287	Upper radiator hose clamp
2	98945697-4	Upper radiator hose
3	8287	Coolant pump-to-thermostat housing hose clamp
4	98945697-3	Coolant pump-to-thermostat housing hose
5	15161	Lower radiator hose clamp
6	98949697-1	Lower radiator hose
7	W500015	Upper-to-lower thermostat housing bolts (2 req'd)
8	8K528	Lower thermostat housing

9		Thermostat
10	8A587	Upper thermostat housing

5. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Thermostat Housing 3.9L Printable View (211 KB)

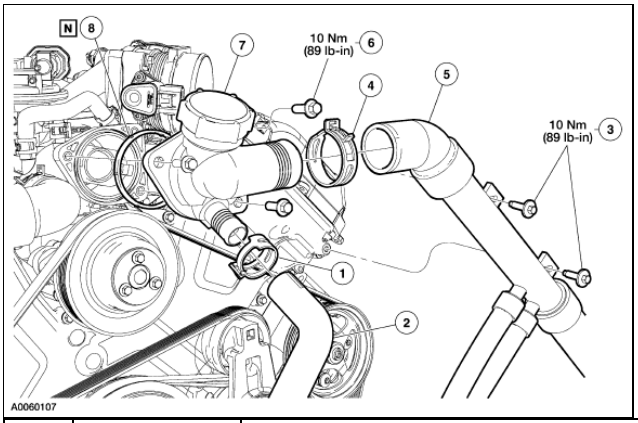
Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A1

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
2. Remove the engine appearance cover.
3. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A .
4. To remove individual components, only carry out the listed steps.

Component	Steps
Thermostat housing and thermostat	1-8
Thermostat	1-12

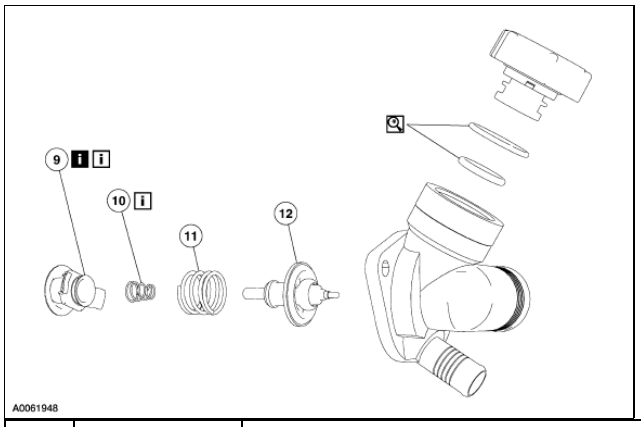
5. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	15161	Auxiliary coolant pump-to-thermostat housing hose clamp
2	18K580	Auxiliary coolant pump-to-thermostat housing hose
3	W503925	Lower radiator hose support bracket bolts (2 req'd)

4	15161	Lower radiator-to-thermostat housing hose clamp
5	8B273	Lower radiator-to-thermostat housing hose
6	W500014	Thermostat housing bolts (3 req'd)
7	8594	Thermostat housing
8	8A571	Thermostat housing O-ring seal

6. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
9		Thermostat-to-thermostat housing retainer (part of 8575) Removal Note
9		Thermostat-to-thermostat housing retainer (part of 8575) Installation Note
10		Thermostat spring (part of 8575) Installation Note
11		Thermostat main spring (part of 8575)
12		Thermostat element (part of 8575)

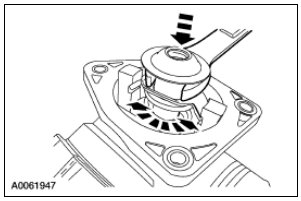
7. To install, reverse the removal procedure.

8. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Item 9: Thermostat-to-Thermostat Housing Retainer Removal Note

1. **NOTE:** Thermostat can be rotated in either direction to release it from the thermostat housing.

   Using an 18 mm open-end wrench, simultaneously push down and turn the thermostat retainer to release the thermostat from the housing.



Item 10: Thermostat Spring Installation Note

1. Be sure to install the small end of the thermostat spring towards the thermostat housing.

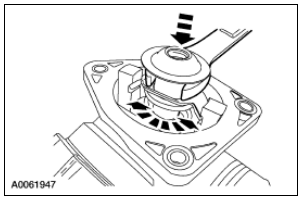
Item 9: Thermostat-to-Thermostat Housing Retainer Installation Note

1. ⚠ **CAUTION: When installing the thermostat into the thermostat housing, make sure to align the thermostat pin with the hole in the housing.**

   ⚠ **CAUTION: After installing the thermostat into the thermostat housing, make sure that the tabs on the thermostat retainer are locked into the tabs on the thermostat housing.**

   NOTE: Thermostat can be rotated in either direction to install it in the thermostat housing.

   Using an 18 mm open-end wrench, simultaneously push down and turn the thermostat retainer to install the thermostat in the housing.

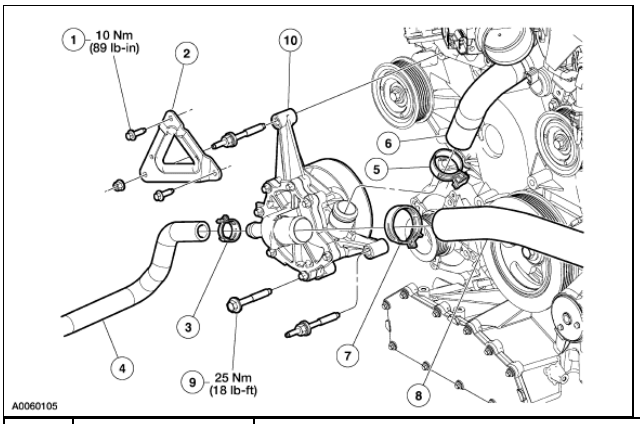


Water Pump 3.0L (4V) Printable View (123 KB)

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A1

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
2. Remove the electric cooling fan. For additional information, refer to Radiator, Cooling Fan and Shroud in this section.
3. Remove the accessory drive belt. For additional information, refer to Section 303-01A .
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



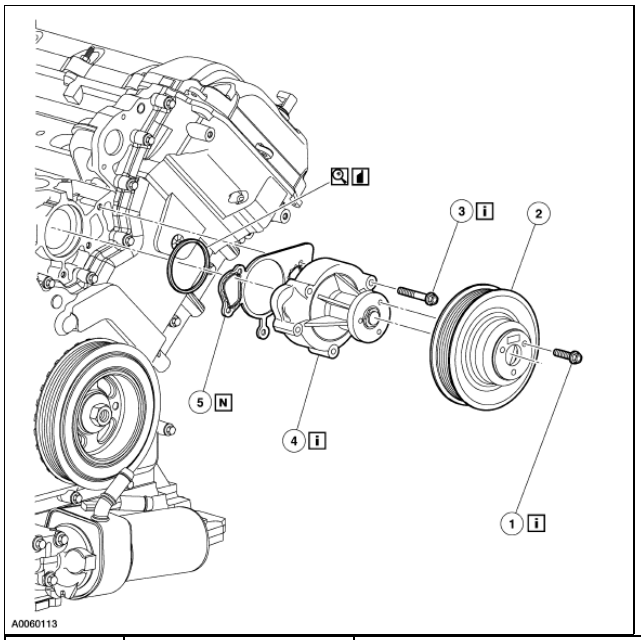
Item	Part Number	Description
1	701542	Intake manifold support bracket bolts (3 req'd)
2	9J444	Intake manifold support bracket
3	8287	Coolant pump-to-radiator hose clamp
4	18K579	Coolant pump-to-radiator hose
5	15161	Coolant pump-to-coolant inlet pipe hose clamp
6	8A520	Coolant pump-to-coolant inlet pipe hose
7	15161	Coolant pump-to-thermostat housing hose clamp
8	9894569-3	Coolant pump-to-thermostat housing hose
9	704919	Coolant pump bolts (3 req'd)
10	8501	Coolant pump

Water Pump 3.9L Printable View (140 KB)

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A1

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
2. Remove the thermostat housing. For additional information, refer to Thermostat Housing - 3.9L in this section.
3. Remove the accessory drive belt. For additional information, refer to Section 303-01B .
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	W705629	Coolant pump pulley bolts (3 req'd) Installation Note
2	8509	Coolant pump pulley
3	W500304	Coolant pump bolts (5 req'd) Installation Note
4	8501	Coolant pump Installation Note

5	8507	Coolant pump gasket

6. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Item 4: Coolant Pump Installation Note

1. Install a new gasket and inspect and lubricate the O-ring seal with clean engine coolant before installing the pump.

Item 3: Coolant Pump Bolts Installation Note

1. Tighten the bolts to 8 Nm (71 lb-in), then rotate an additional 90 degrees.

Item 1: Coolant Pump Pulley Bolts Installation Note

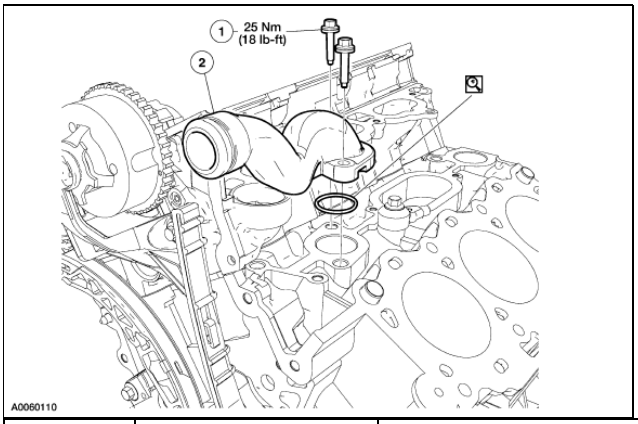
1. Tighten the bolts to 10 Nm (89 lb-in), then rotate an additional 45 degrees.

Coolant Inlet Pipe 3.0L (4V) Printable View (125 KB)

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A1

1. Remove the LH cylinder head. For additional information, refer to Section 303-01A .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	701663	Coolant inlet pipe bolts (2 req'd)
2	8A560	Coolant inlet pipe

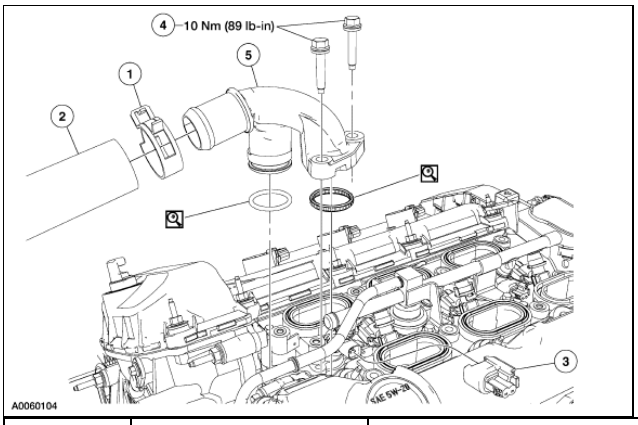
4. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Coolant Outlet Pipe 3.0L (4V) Printable View (119 KB)

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7B) or equivalent	WSS-M97B51-A1

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
2. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	15161	Upper coolant bypass hose clamp
2	8548	Upper coolant bypass hose
3	14A464	Fuel injector electrical connector
4	701669	Coolant outlet pipe bolts (2 req'd)
5	8548	Coolant outlet pipe

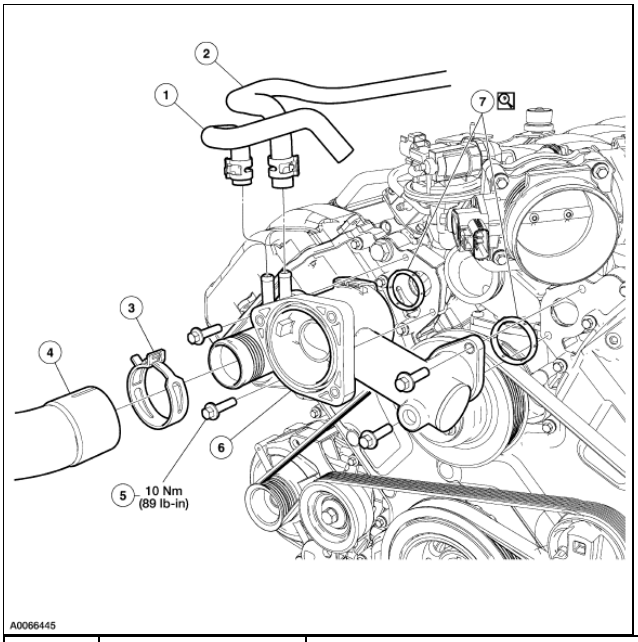
5. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Coolant Outlet Pipe 3.9L Printable View (186 KB)

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A1

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
2. Remove the thermostat housing. For additional information, refer to Thermostat Housing 3.9L in this section.
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	9F813	Throttle body heater hose (position aside)
2	8276	Degas bottle hose (position aside)
3	15161	Upper radiator hose clamp
4	3W43	Upper radiator hose (position aside)
5	W500015	Coolant outlet pipe bolts (4 req'd)
6	8A504	Coolant outlet pipe
7	W707299	Coolant outlet pipe seals (2 req'd)

5. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Radiator, Cooling Fan and Shroud

Printable View (215 KB)

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

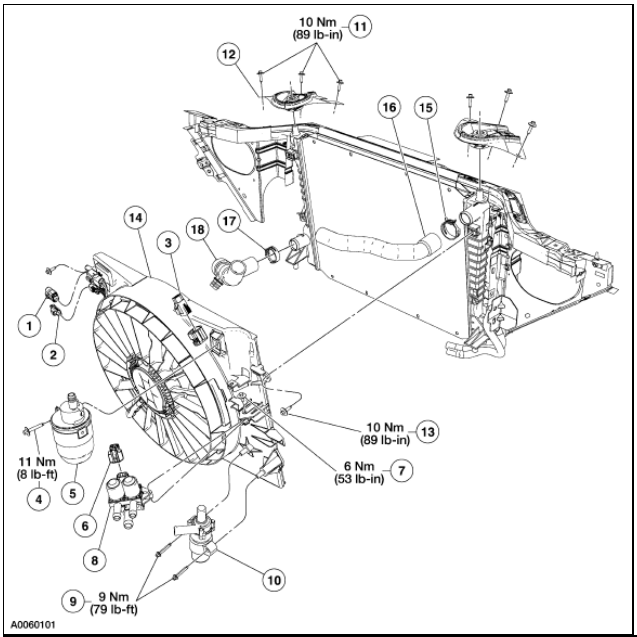
2. Remove the engine appearance cover.

3. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A .

4. To remove individual components, only carry out the listed steps.

Component	Steps
Electric cooling fan and shroud	1-14
Radiator	1-25

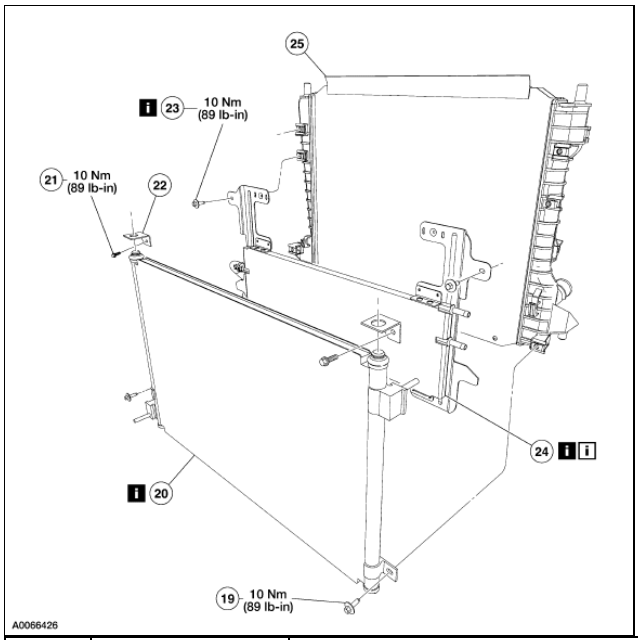
5. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14A464	Electric cooling fan electrical connector

2	14A464-YB	Electric cooling fan electrical connector
3	14A464-AE	Coolant control valve jumper harness electrical connector
4	N606679	Receiver/dryer bolt
5	19959	Receiver/dryer and bracket (position aside)
6	14A464-AE	Coolant control valve electrical connector
7	W707845	Coolant control valve bolt
8	18495	Coolant control valve (position aside)
9	W702706	Auxiliary coolant pump bolts (2 req'd)
10	18D474	Auxiliary coolant pump
11	N606677	Upper radiator support bracket bolts (6 req'd)
12	8226	Upper radiator support brackets (2 req'd)
13	N606676	Electric cooling fan and shroud bolts (2 req'd)
14	8C607	Electric cooling fan and shroud
15	15161	Upper radiator hose clamp
16	8260	Upper radiator hose
17	15161	Lower radiator hose clamp
18	8B273	Lower radiator hose

6. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
19	N606676	A/C condenser bolts (2 req'd)
20	19710	A/C condenser (position aside) Removal Note
21	N606676	A/C condenser upper bracket bolts (2 req'd)
22		A/C condenser upper brackets (2 req'd)
23	N606676	Combination cooler bolts (2 req'd) Removal Note
24	3F749	

		Combination cooler (position aside) Removal Note
24	3F749	Combination cooler Installation Note
25	8005	Radiator

7. To install, reverse the removal procedure.

8. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Item 20: A/C Condenser Removal Note

1. Lower the A/C condenser to gain access to the A/C condenser-to-radiator bolts.

Item 23: Combination Cooler Bolts Removal Note

1. It may be necessary to lean the radiator forward to gain access to the combination cooler bolts.

Item 24: Combination Cooler Removal Note

1. Lift the combination cooler up and forward to release it from the radiator retaining clips.

Item 24: Combination Cooler Installation Note

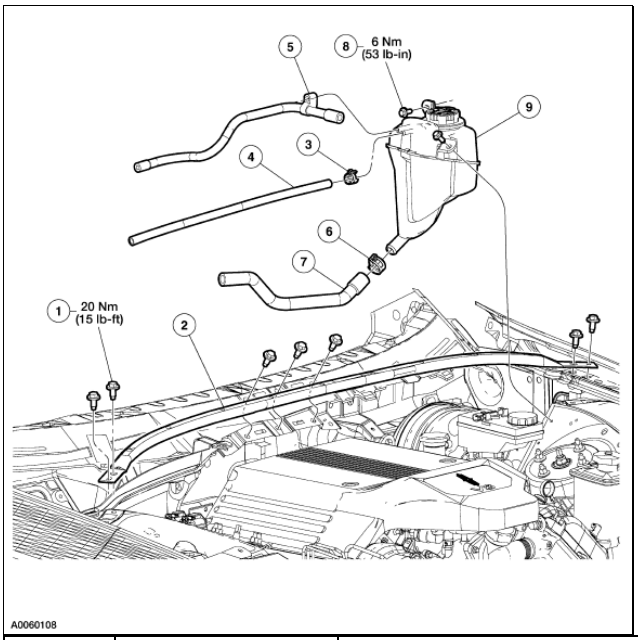
1. Make sure that the combination cooler is seated in the radiator retaining clips.

Degas Bottle Printable View (151 KB)

Material

Item	Specification
Motorcraft Premium Gold Engine Coolant VC-7-A (in Oregon VC-7-B) or equivalent (yellow color)	WSS-M97B51-A1

1. Drain the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.
2. Remove the cowl vent screen. For additional information, refer to Section 501-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	W708009	Cross vehicle support bolts (7 req'd)
2	3B328	Cross vehicle support (position aside)
3	15161	Engine vent hose clamp
4	8276	Engine vent hose
5	8C289	Air bleed hose (position aside)
6	15161	Degas bottle return hose clamp
7		Degas bottle return hose
8	W705968	Degas bottle bolts (2 req'd)

9	8A080	Degas bottle

5. Fill and bleed the cooling system. For additional information, refer to Cooling System Draining, Filling and Bleeding in this section.

Intake Air and Engine Ignition Component Location Index

Printable View (121 KB)

Fuel Charging and Starting System Component Location Index

Printable View (134 KB)

Electronic Engine Controls Component Location Index

Printable View (284 KB)

Electronic Engine Controls Component Location Index

Printable View (10 KB)

Torque Specifications

Description	Nm	lb-ft	lb-in
Air cleaner outlet tube clamp	4		35
Throttle body bolts	10		89
Fuel pressure relief valve	7		62
Battery ground strap nut	25	18	
Starter solenoid battery cable nut	12	9	
Starter solenoid wire nut	6		53
Starter motor bolts	25	18	
Ignition coil bolts	5		44
Spark plugs	15	12	
Upper intake support bracket nut	10		89
Upper intake support bracket bolts	10		89
Camshaft position (CMP) sensor bolts	6		53
Crankshaft position (CKP) sensor bolt	10		89
Power steering position (PSP) switch	17	13	
Mass air flow (MAF) sensor	2		18
Heated oxygen sensor (HO2S) and catalyst monitor sensor	41	30	
Knock sensor (KS) bolt	25	18	
Cylinder head temperature (CHT) sensor	22	16	
Fuel pressure sensor shield stud bolt	6		53
Fuel pressure sensor shield bolts	10		89
Fuel pressure sensor bolts	4		35
Cross-vehicle support	20	15	
Intake manifold tuning valve bolts	10		89

Intake Air

Printable View (7 KB)

The air intake system consists of the:

- air cleaner (ACL) inlet.
- air cleaner element.
- mass air flow (MAF) sensor.
- air cleaner outlet tube.

The air intake system:

- cleans intake air with a replaceable, dry-type air cleaner element.
- measures airflow and air temperature with the MAF sensor.

Fuel Charging and Controls

Printable View (51 KB)

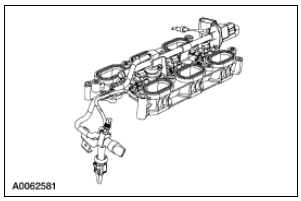
The fuel charging and controls system consists of the:

- electronic throttle body.
- fuel injectors.
- fuel charging wiring.
- fuel supply manifold.
- fuel pressure sensor
- fuel pressure relief (Schrader) valve.

The fuel charging and controls system is:

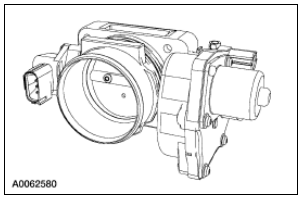
- a sequential multiport fuel injection (SFI) system.
- pulse-width modulated.
- mass airflow-controlled.

The powertrain control module (PCM) controls the fuel injection system. Injector pulse-width is varied to control the amount of fuel flow. Varying fuel pump output controls fuel pressure. The PCM commands the fuel pump driver module, which directly controls the fuel pump. The throttle body is electronically controlled by the engine management system (EMS). Throttle plate angle is changed electronically in response to throttle pedal movements initiated by the driver.



The fuel supply manifold:

- delivers fuel to the individual fuel injectors.
- receives fuel from the fuel supply line.
- is serviced as a lower intake manifold assembly only. For additional information, refer to Section 303-01A .



The electronic throttle body:

- controls air supply to the upper intake manifold by electronically positioning the throttle plate.
- is not adjustable.
- must not be cleaned.
- is serviced as an complete assembly only. For additional information, refer to Throttle Body in this section.

The fuel pressure relief valve:

- is used as a test port and to release fuel pressure.

The fuel injectors:

- are electronically controlled by the powertrain control module (PCM).
- atomize the fuel as the fuel is delivered.
- are deposit resistant.
- have an internal solenoid that opens a needle valve to inject fuel into the lower intake manifold.

The fuel pressure sensor:

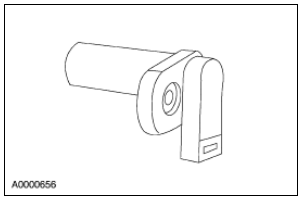
- maintains constant fuel pressure to the fuel injectors and throughout the fuel system.
- is spring-loaded and operated by intake manifold vacuum.

Engine Ignition

Printable View (31 KB)

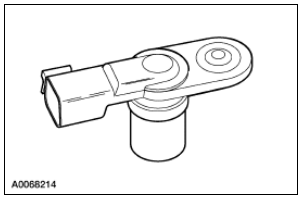
The electronic ignition (EI) system is a coil-on-plug (COP) ignition system. The COP ignition system consists of the following components:

- crankshaft position (CKP) sensor.
- camshaft position (CMP) sensor.
- ignition coils.
- spark plugs.



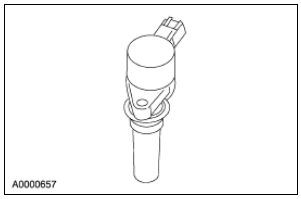
The crankshaft position sensor:

- is a variable reluctance sensor.
- is triggered by a 36-minus-1 tooth trigger wheel mounted on the crankshaft.
- provides base timing and crankshaft speed (rpm) to the powertrain control module (PCM).



The camshaft position sensor:

- sends the powertrain control module (PCM) a signal indicating camshaft position used for fuel and spark synchronization.



The six separate ignition coils:

- convert low voltage signals from the powertrain control module to high voltage pulses.
- produce the high voltage pulses for the spark plugs.
- are connected directly to each spark plug.

The spark plugs:

- convert a high voltage pulse into a spark which ignites the fuel and air mixture.
- originally equipped on the vehicle have a platinum-enhanced active electrode for long life.

Starting System

Printable View (7 KB)

The starting system consists of the following components:

- starter motor.
- ignition switch.
- digital transmission range (TR) sensor.
- starter relay.
- battery.

The function of the starting system is to crank the engine at a speed fast enough to permit the engine to start.

Electronic Engine Controls

Printable View (12 KB)

The electronic engine controls consist of the following:

- powertrain control module (PCM).
- two throttle position (TP) sensors.
- two camshaft position (CMP) sensors.
- crankshaft position (CKP) sensor.
- mass air flow (MAF) sensor.
- heated oxygen sensors (HO2S).
- catalyst monitor sensors.
- knock sensor (KS).
- cylinder head temperature (CHT) sensor.
- power steering pressure (PSP) switch.
- fuel pressure sensor.
- fuel temperature sensor.
- two intake manifold tuning (IMT) valves.

The PCM carries out the following functions:

- accepts inputs from various engine sensors to compute the fuel flow rate necessary to maintain a prescribed air/fuel ratio and spark synchronization throughout the entire engine operating range.
- outputs a command to the fuel injectors to meter the appropriate quantity of fuel.

The TP sensors:

- send the PCM a signal indicating the throttle plate angle.
- are the main input to the PCM from the driver.

The CMP sensors:

- send the PCM a signal indicating camshaft position used for fuel and spark synchronization.

The CKP sensor:

- sends the PCM a signal indicating crankshaft position.
- is essential for calculating spark timing.

The MAF sensor:

- sends the PCM a signal indicating mass airflow rate of air entering the engine.

The front HO2S:

- create a voltage signal dependent on exhaust oxygen content.
- provide feedback information to the PCM used to calculate fuel delivery.

The catalyst monitor sensors:

- monitor oxygen content after it flows through the catalytic converter.

- provide a voltage signal to the PCM used to calculate catalytic converter integrity.

The KS:

- is used to detect engine detonation.
- sends a voltage signal to the PCM.
- is able to provide a signal which retards the ignition timing, if necessary.

The cylinder head temperature sensor:

- is mounted into the wall of the cylinder head and is not connected to any coolant passages.
- sends a signal to the PCM indicating the cylinder head temperature.

- ♦ If the temperature exceeds approximately 121°C (250°F), the PCM disables half the fuel injectors at a time. The PCM will alternate which fuel injectors are disabled every 32 engine cycles. The cylinders that are not being fuel injected act as air pumps to aid in engine cooling.
- ♦ If the temperature exceeds approximately 166°C (330°F), the PCM disables all of the fuel injectors until the engine temperature drops below approximately 154°C (310°F).
- ♦ The coolant temperature gauge pointer will read fully hot.
- ♦ The check gauge warning indicator will illuminate and DTC's are set.

The PSP switch:

- monitors the outlet pressure of the power steering pump and is calibrated to both an actuation and release pressure setting.
- increases the outlet pressure to match the severity of the turn maneuver.

The fuel pressure sensor:

- sends the PCM a signal indicating fuel pressure.
  - ♦ The PCM uses the fuel pressure sensor signal to maintain the fuel liquid pressure in the fuel line which reduces the fuel vapor pressure in the fuel line.

The fuel temperature sensor:

- sends the PCM a signal indicating fuel temperature.
  - ♦ The PCM uses the fuel temperature sensor signal to help maintain a prescribed air/fuel ratio and spark synchronization throughout the entire engine operating range.

The IMT valves:

- connect the plenums to improve upper rpm power.

Intake Air Distribution and Filtering

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Fuel Charging and Controls

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Starting System

Printable View (245 KB)

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent

Principles of Operation

Anti-Theft Intervention

The starting system is electronically controlled by the passive anti-theft system (PATS). The PATS recognizes the correct electronically coded ignition key and signals the instrument cluster to provide a ground for the starter relay. The energized relay provides voltage to the starter solenoid, thereby allowing the starter motor to activate.

Inspection and Verification

⚠ WARNING: When carrying out underhood work in the vicinity of the starter motor, be aware that the heavy gauge battery input lead at the starter solenoid is "electrically hot" at all times. A protective cap or boot is provided over the terminal of this lead and must be installed after the repair procedure is completed. Failure to follow these instructions may result in personal injury.

⚠ WARNING: When working in the area of the starter motor, be careful to avoid touching hot exhaust components. Failure to follow these instructions can result in personal injury.

NOTE: When working on the starter system, make sure the anti-theft system is deactivated.

1. Verify the customer concern by operating the system.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Starter motor • Brackets	• Battery • Auxiliary junction box (AJB) fuse F121 (30A) • Battery junction box (BJB) fuse F22

	(20A) • Central junction box (CJB) fuse F201 (5A) • Starter relay • Loose or corroded connectors • Damaged wiring

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

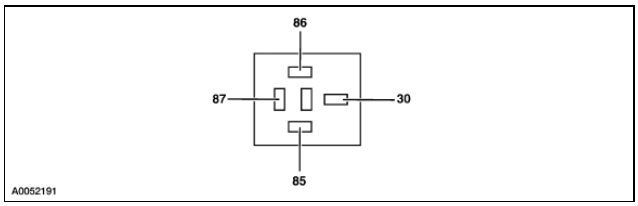
4. If the concern remains after the inspection, determine the symptom(s). GO to Symptom Chart .

Symptom Chart

Symptom Chart

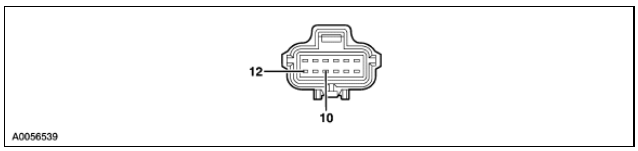
Connector Circuit Reference

Starter Motor Relay



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
85	CKT 31S-BB12 (BK/YE) starter motor relay to instrument cluster	10,000 ohms or greater to chassis ground and 0 volts.
87	CKT 50-BB10 (GY/BK) starter motor relay to starter motor S terminal	Greater than 10 volts with ignition in the START position.
86	CKT 50S-BB12 (GY) starter motor relay to transmission range (TR) sensor	Greater than 10 volts with ignition in START position.
30	CKT 30-BB13 (RD) starter motor relay to power distribution box (PDB).	Greater than 10 volts with ignition in START position.

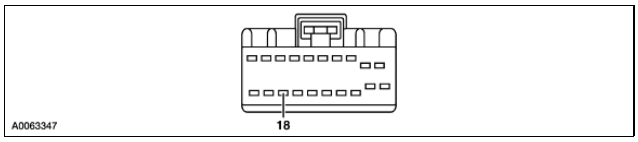
(TR) Sensor



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

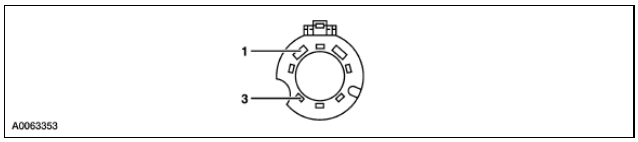
12	CKT 50S-BB12 (GY) TR sensor to starter relay pin 86	10 volts or greater in START position.
10	CKT 50-BB15 (GY/OG) TR sensor to CJB fuse 201 (5A)	10 volts or greater in START position.

Instrument Cluster



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
18	CKT 31S-BB12 (BK/YE) instrument cluster to starter motor relay	10,000 ohms or greater to chassis ground and 0 volts.

Ignition Switch



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 30-BB9 (RD) ignition switch to PDB fuse 22 (20A)	10 volts or greater at all times.
3	CKT 50-DD5 (GY/BK) ignition switch to CJB fuse 201 (5A)	10 volts or greater in START position.

Normal Operation

Under normal operation the PDB supplies constant power to the starter relay on circuit 30-BB13 (RD) through fuse 121 (30A). When the key is placed in the START position, with the vehicle in PARK or NEUTRAL, the TR sensor provides power on circuit 50S-BB12 (GY) and the instrument cluster provides ground on circuit 31S-BB12 (BK/YE). The coil of the relay is energized and sends power to the starter motor on circuit 50-BB10 (GY/BK).

Pinpoint Tests

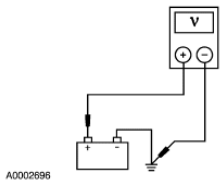
Possible Causes

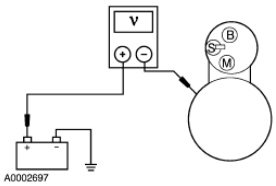
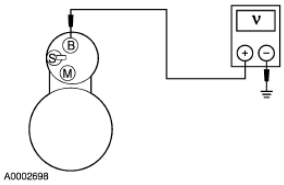
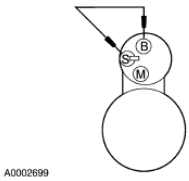
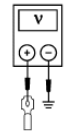
An engine that does not crank can be caused by the following:

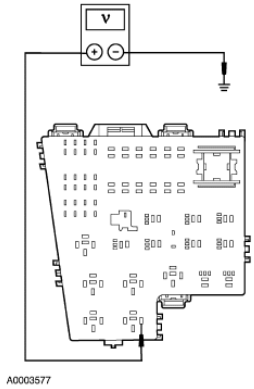
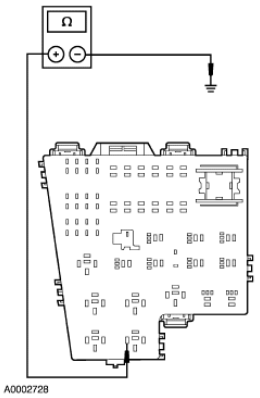
- Battery.
- Central junction box (CJB) fuse 201 (5A).
- Auxiliary junction box (AJB) fuse 121 (30A).

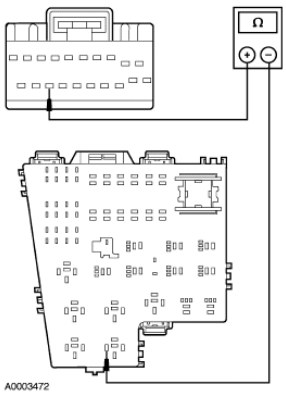
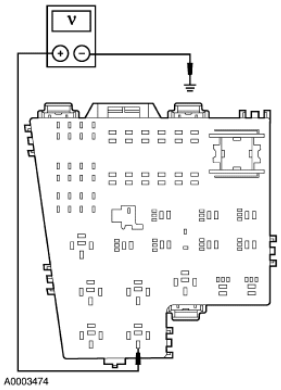
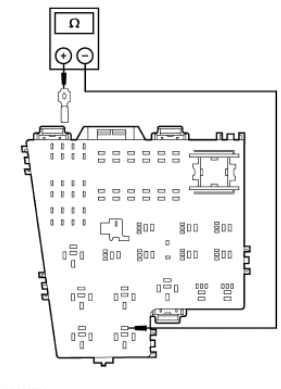
- Battery junction box (BJB) fuse 422 (20A).
- Ignition switch.
- Starter relay.
- Anti-theft system.
- Circuitry.

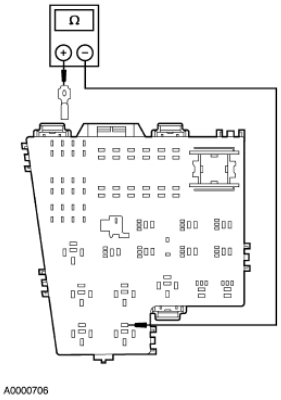
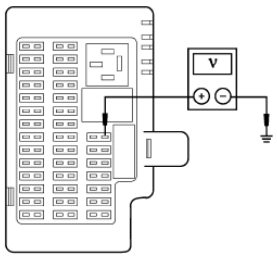
PINPOINT TEST A: THE ENGINE DOES NOT CRANK

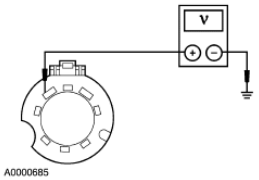
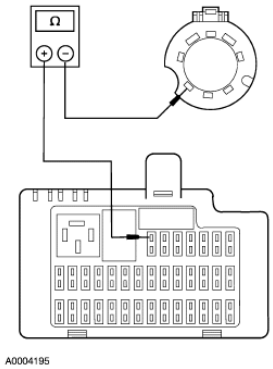
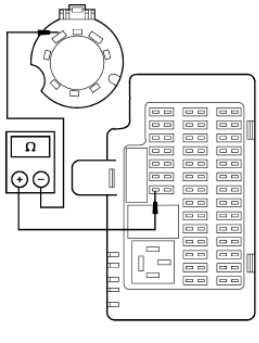
Test Step	Result / Action to Take
A1 CHECK FOR INSTRUMENT CLUSTER DIAGNOSTIC TEST CODES	
• **NOTE:** The instrument cluster PATS DTCs are the only DTCs of concern in this step. Only repair retrieved non-PATS DTCs if a customer concern is reported. • Carry out the instrument cluster self-test. Refer to Section 413-00 . • **Were any PATS DTCs retrieved from the instrument cluster?**	**Yes** GO to Section 419-01 to diagnose the PATS DTCs. **No** GO to A2 .
A2 CHECK THE BATTERY	
• Check the battery condition and charge. Refer to Section 414-00 . • **Is the battery OK?**	**Yes** GO to A3 . **No** CHARGE or INSTALL a new battery as necessary. REFER to Section 414-00 . TEST the system for normal operation.
A3 CHECK THE BATTERY GROUND CABLE	
• Measure the voltage between the positive battery post and the battery ground cable connection on the engine.  • **Is the voltage greater than 10 volts?**	**Yes** GO to A4 . **No** INSTALL a new battery ground cable. REFER to Section 414-00 . TEST the system for normal operation.
A4 CHECK THE STARTER MOTOR GROUND	
• Measure the voltage between the battery positive post and the starter motor case.	**Yes** GO to A5 . **No** CLEAN the starter motor mounting flange and make sure the starter motor is correctly mounted. TEST the system for normal operation.

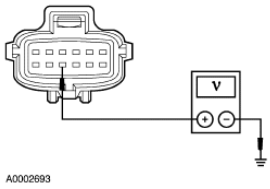
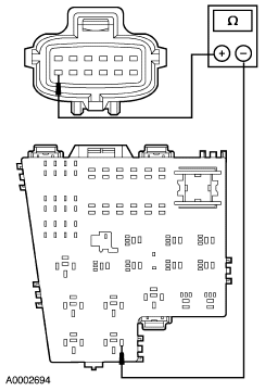
 A0002697 • **Is the voltage greater than 10 volts?**	
A5 CHECK THE POWER SUPPLY TO THE STARTER MOTOR	
• Measure the voltage between starter motor B-terminal and ground.  A0002698 • **Is the voltage greater than 10 volts?**	**Yes** GO to A6 . **No** REPAIR circuit 30 BB10 (RD). TEST the system for normal operation.
A6 CHECK THE STARTER MOTOR B-TERMINAL	
• Connect a fused jumper wire to the B-terminal of the starter motor. Momentarily connect the other lead of the jumper wire to the starter motor S-terminal.  A0002699 • **Did the starter motor engage and the engine crank?**	**Yes** GO to A7 . **No** INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation.
A7 CHECK THE START INPUT TO THE STARTER MOTOR	
• Disconnect: Starter Motor C197. • Measure the voltage between starter motor C197, circuit 50 BB10 (GY/BK), harness side and ground while holding the ignition switch in the START position.  A0002700 • Key in START position. • **Is the voltage greater than 10 volts in START?**	**Yes** CLEAN the starter motor S-terminal and connector. CHECK the wiring and the starter motor for a loose or intermittent connection. TEST the system for normal operation. **No** GO to A8 .
A8 CHECK THE START INPUT TO THE STARTER RELAY	

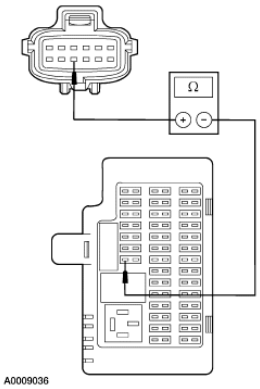
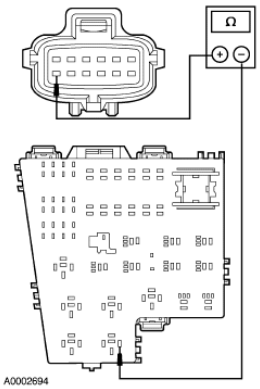
• Disconnect: Starter Relay. • Make sure the vehicle is in PARK or NEUTRAL. • Turn the ignition switch to START and hold. • Measure the voltage between starter relay pin 86, circuit 50S-BB12 (GY), harness side and ground.  A0003577 • **Is the voltage greater than 10 volts?**	**Yes** GO to A9 . **No** GO to A14 .
A9 CHECK THE GROUND SUPPLY TO THE STARTER RELAY	
• Make sure the vehicle is in PARK or NEUTRAL. • Turn the ignition switch to START and hold. • Measure the resistance between the starter relay pin 85, circuit 31S-BB12 (BK/YE), harness side and ground.  A0002728 • **Is the resistance less than 5 ohms?**	**Yes** GO to A11 . **No** GO to A10 .
A10 CHECK THE CIRCUIT 31S-BB12 (BK/YE) FOR AN OPEN	
• Disconnect: Instrument Cluster C220b. • Measure the resistance between starter relay pin 85, circuit 31S-BB12 (BK/YE), harness side and instrument cluster C220b pin 18, circuit 31S-BB12 (BK/YE), harness side.	**Yes** INSTALL a new instrument cluster. REFER to Section 413-00 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0003472 • **Is the resistance less than 5 ohms?**	
A11 CHECK THE BATTERY SUPPLY TO THE STARTER RELAY	
• Measure the voltage between starter relay pin 30, circuit 30-BB13 (RD), harness side and ground.  A0003474 • **Is the voltage greater than 10 volts?**	**Yes** GO to A12 . **No** REPAIR the circuit. TEST the system for normal operation.
A12 CHECK CIRCUIT 50-BB10 (GY/BK) AND 50S-BB12 (GY) FOR AN OPEN	
• Disconnect the eyelet from the starter S-terminal. • Measure the resistance between starter relay pin 87, circuit 50-BB10 (GY/BK), harness side and the S-terminal eyelet C197, circuit 50-BB10 (GY/BK), harness side.  A0000706	**Yes** GO to A13 . **No** REPAIR the circuit(s). TEST the system for normal operation.

• **Is the resistance less than 5 ohms?**	
A13 CHECK CIRCUIT 50-BB10 (GY/BK) AND 50S-BB12 (GY) FOR A SHORT TO GROUND	
• Measure the resistance between starter relay pin 87, circuit 50-BB10 (GY/BK), harness side and S-terminal eyelet C197, circuit 50-BB10 (GY/BK), harness side.  A0000706 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new starter relay. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
A14 CHECK FUSE 201 (5A)	
• Check fuse: CJB Fuse 201 (5A). • **Is CJB fuse 201 (5A) open?**	**Yes** GO to A21 . **No** GO to A15 .
A15 CHECK THE START INPUT TO FUSE 201 (5A)	
• Disconnect: CJB Fuse 201 (5A). • Turn the ignition switch to the START position and hold. • Measure the voltage between CJB fuse 201 (5A) input terminal and ground.  A0000670 • **Is the voltage greater than 10 volts?**	**Yes** GO to A19 . **No** GO to A16 .
A16 CHECK THE BATTERY INPUT TO THE IGNITION SWITCH	

• Disconnect: Ignition Switch C250. • Measure the voltage between ignition switch C250 pin 1, circuit 30-BB9 (RD), harness side and ground.  A0000685 • **Is the voltage greater than 10 volts?**	**Yes** GO to A17 . **No** REPAIR the circuit. TEST the system for normal operation.
A17 CHECK CIRCUIT 50-DD5 (GY/BK) FOR AN OPEN	
• Measure the resistance between ignition switch C250 pin 3, circuit 50-DD5 (GY/BK), harness side and CJB fuse 201 (5A) input terminal, circuit 50-DD5 (GY/BK), harness side.  A0004195 • **Is the resistance less than 5 ohms?**	**Yes** GO to A18 . **No** REPAIR the circuit. TEST the system for normal operation.
A18 CHECK CIRCUIT 50-DD5 (GY/BK) FOR A SHORT TO GROUND	
• Measure the resistance between ignition switch C250 pin 3, circuit 50-DD5 (GY/BK), harness side and CJB fuse 201 (5A) input terminal, circuit 50-DD5 (GY/BK), harness side.  A0002692 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new ignition switch. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

A19 CHECK CIRCUIT 50-BB15 (GY/OG) FOR AN OPEN	
• Connect: CJB Fuse 201 (5A). • Disconnect: Digital TR Sensor C167. • Turn the ignition switch to the START position and hold. • Measure the voltage between digital TR sensor C167 pin 10, circuit 50-BB15 (GY/OG), harness side and ground.  A0002693 • **Is the voltage greater than 10 volts?**	**Yes** GO to A20 . **No** REPAIR the circuit. TEST the system for normal operation.
A20 CHECK CIRCUIT 50S-BB12 (GY) FOR AN OPEN	
• Measure the resistance between digital TR sensor C167 pin 12, circuit 50S-BB12 (GY), harness side and starter relay pin 86, circuit 50S-BB12 (GY), harness side.  A0002694 • **Is the resistance less than 5 ohms?**	**Yes** ADJUST the digital TR sensor. REFER to Section 307-01 . **No** REPAIR the circuit. TEST the system for normal operation.
A21 CHECK CIRCUIT 50-BB15 (GY/OG) FOR A SHORT TO GROUND	
• Measure the resistance between digital TR sensor C167 pin 10, circuit 50-BB15 (GY/OG), harness side and CJB fuse 201 (5A) output terminal C270b pin 3, circuit 50-BB15 (GY/OG), harness side.	**Yes** GO to A22 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0009036 • **Is the resistance greater than 10,000 ohms?**	
A22 CHECK CIRCUIT 50S-BB12 (GY) FOR A SHORT TO GROUND	
• Measure the resistance between digital TR sensor C167 pin 12, circuit 50S-BB12 (GY), harness side and starter relay pin 86, circuit 50S-BB12 (GY), harness side.  A0002694 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A23 . **No** REPAIR the circuit. TEST the system for normal operation.
A23 INSTALL A NEW FUSE 201 (5A)	
• Connect: Digital TR Sensor Switch C167. • Install a new CJB fuse 201 (5A). Retest the system. • **Does the fuse open?**	**Yes** ADJUST the digital TR sensor. REFER to Section 307-01 . **No** RETEST for normal operation. VERIFY the symptom.

Possible causes

Unusual starter noise can be caused by the following:

- Loose starter motor mounting bolts or brackets.
- Worn or damaged flywheel ring gear.
- Worn or damaged starter motor drive gear.

PINPOINT TEST B: UNUSUAL STARTER NOISE

Test Step	Result / Action to Take
B1 CHECK THE STARTER MOUNTING	
• Inspect the starter motor mounting bolts and brackets for looseness. • **Is the starter motor mounted correctly?**	**Yes** GO to B2 . **No** INSTALL the starter motor correctly. REFER to Starter Motor in this section. TEST the system for normal operation.
B2 CHECK FOR ENGINE NOISE	
• Turn the ignition switch to the OFF position. • Connect a fused jumper wire from the B-terminal to the S-terminal of the starter motor. Engage the starter motor and verify the noise is due to the starter operation. • **Is the noise due to the starter motor engagement?**	**Yes** GO to B3 . **No** REFER to Section 303-01B or Section 303-01B to continue the diagnosis.
B3 CHECK FOR UNUSUAL WEAR	
• Remove the starter motor. Refer to Starter Motor in this section. • Inspect the ring gear for damaged or worn teeth. • **Is the noise due to flywheel ring gear tooth damage?**	**Yes** INSTALL a new flywheel ring gear. EXAMINE the starter pinion teeth. If damaged, INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation. **No** INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation.

Component Tests

⚠ WARNING: When repairing the starter motor or carrying out other underhood work in the vicinity of the starter motor, be aware that the heavy gauge battery input lead at the starter solenoid is "electrically hot" at all times. Failure to follow these instructions can result in personal injury.

⚠ CAUTION: A protective cap or boot is provided over the battery input terminal on all vehicle lines and must be installed after repairing. Be sure to disconnect the battery ground cable before repairing the starter motor.

Connect the 73III Automotive Meter at the component terminal rather than at the wiring end connector. Making a connection at the wiring end connector could result in false readings because the meter will not pick up a high resistance between the wiring connector and the component.

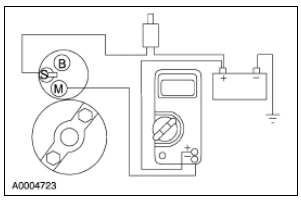
Starter Motor Motor Feed Circuit

1. Make sure the battery is fully charged. Carry out a battery load test. For additional information, refer to Section 414-00 .

2. Disconnect the inertia fuel shutoff (IFS) switch (9341).

3. Connect a remote starter switch between the starter solenoid S-terminal and the battery positive (+) terminal.

4. Connect the 73III Automotive Meter positive lead to the battery positive (+) post. Connect negative lead to the M-terminal.



5. Engage the remote starter switch. Read and record the voltage. The voltage reading should be 0.8 volt or less.

6. If the voltage reading is 0.8 volt or less, go to the Starter Motor Ground Circuit Component Test.

7. If the voltage reading is greater than 0.8 volt, this is an indication of excessive resistance in the connections, the positive battery cable or in the starter solenoid. Move the 73III Automotive Meter negative lead to the starter solenoid B-terminal and repeat the test. If the voltage reading at the B-terminal is lower than 0.8 volt, the concern is either in the connections at the starter solenoid or in the solenoid contacts.

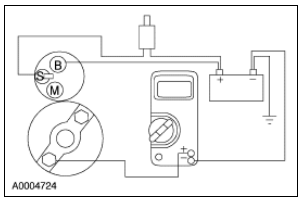
8. Remove the cables from solenoid B-, S- and M-terminals. Clean the cables and connections and reinstall the cables to the correct terminals. Repeat Steps 3 through 6. If the voltage drop reading is still greater than 0.8 volt when checked at the M-terminal and less than 0.8 volt when checked at the B-terminal, the concern is in the solenoid contacts. Install a new starter motor.

9. If the voltage reading taken at the solenoid B-terminal is still greater than 0.8 volt after cleaning the cables and the connections at the solenoid, the concern is either in the positive (+) battery cable connection or in the positive battery cable itself. Clean the positive (+) battery cable connection. If this does not solve the problem, install a new positive battery cable. For additional information, refer to Section 414-00 .

Starter Motor Ground Circuit

A slow cranking condition can be caused by resistance in the ground or return portion of the cranking circuit. Check the voltage drop in the ground circuit as follows:

1. Connect the 73III Automotive Meter positive lead to the starter motor housing (the connection must be clean and free of rust or grease). Connect the negative lead to the negative (-) battery terminal.



2. Engage the remote starter switch and crank the engine. Read and record the voltage reading. The reading should be 0.5 volt or less.

3. If the voltage is more than 0.5 volt, clean the negative cable connections at the battery, the body ground connections, and the starter ground connections. Retest.

4. If the voltage is more than 0.5 volt, install a new cable. If the voltage reading is less than 0.5 volt and the engine still cranks slowly, install a new starter motor.

Engine Ignition

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Electronic Engine Controls

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Air Cleaner Assembly

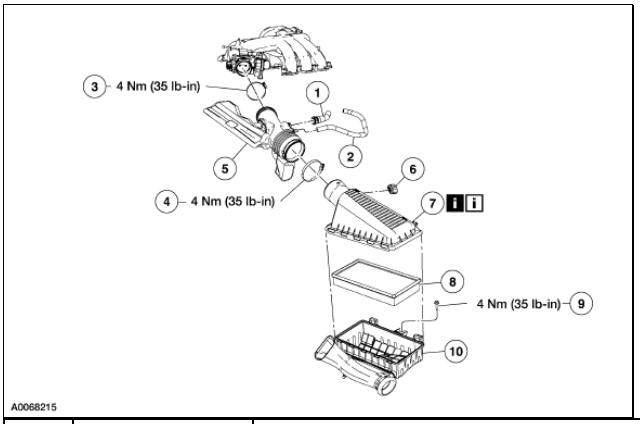
Printable View (57 KB)

1. Remove the engine appearance cover.

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the listed steps.

Component	Steps
Air cleaner outlet pipe	1-5
Air cleaner element	6-8
Air cleaner outlet tube and cover assembly	1-7
Air cleaner assembly	4-6 and 9-10

3. To install, reverse the removal procedure.



Item	Part Number	Description
1	6758	Crankcase vent tube
2	9C490	Fuel vapor tube
3	9C632	Air cleaner outlet tube clamp
4	9C632	Air cleaner outlet tube-to-air cleaner cover clamp
5	9F805	Air intake resonator and tube assembly
6	14A464	Mass air flow (MAF) electrical connector
7	9643	Air cleaner cover Removal Note
7	9643	Air cleaner cover Installation Note
8	9601	Air cleaner element
9	W503926	Air cleaner tray bolt
10	9A612	Air cleaner tray

Item 7: Air Cleaner Cover Removal Note

1. **NOTE:** No tools are needed to remove the air cleaner cover. Removal should be carried out using hands only.

   Release the snaps and separate the air cleaner cover from the air cleaner tray.

Item 7: Air Cleaner Cover Installation Note

1. **NOTE:** No tools are needed to install the air cleaner cover. Installation should be carried out using hands only.

   Use the alignment notches to correctly align the air cleaner cover to the air cleaner tray.

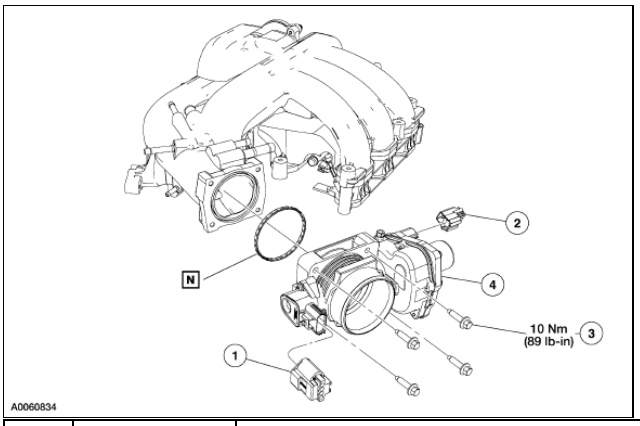
Throttle Body

Printable View (77 KB)

⚠ CAUTION: The electronic throttle body is serviced as a complete assembly. Individual components cannot be serviced.

⚠ CAUTION: Throttle body bore and plate area have a special coating and cannot be cleaned, or possible damage to the throttle body can occur.

1. Remove the engine appearance cover.
2. Remove the air cleaner outlet tube. For additional information, refer to Air Cleaner Assembly in this section.
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1		Throttle position (TP) sensor electrical connector (part of 14A464)
2		Electronic throttle body motor electrical connector (part of 14A464))
3	W701242	Electronic throttle body bolts
4	9F991	Electronic throttle body

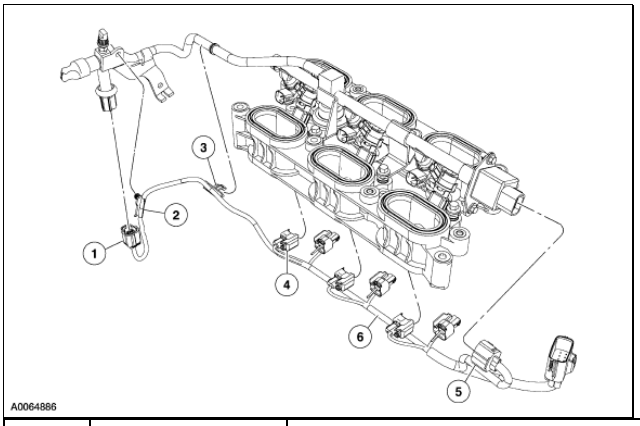
Fuel Charging Wiring Harness

Printable View (97 KB)

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related components. Highly flammable mixtures are always present and can be ignited, resulting in possible personal injury.

⚠ WARNING: Fuel in the fuel system remains under high pressure even when the engine is not running. Before working on or disconnecting any of the fuel lines or fuel system components the fuel system pressure must be relieved. Failure to do so can result in personal injury.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the lower intake manifold. For additional information, refer to Section 303-01A .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	14A464	Fuel temperature sensor electrical connector
2	14A163	Fuel charging wiring harness retaining pin
3	13A506	Fuel charging wiring harness retaining clip
4	98AG	Fuel injector electrical connector (6 req'd)
5	14A464	Fuel pressure sensor electrical connector
6	9D930	Fuel charging wiring harness

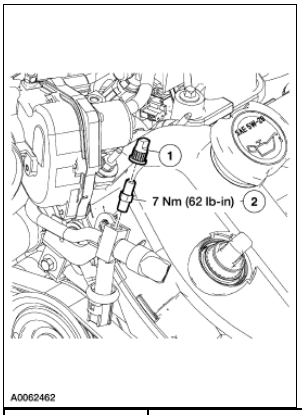
Fuel Pressure Relief Valve

Printable View (67 KB)

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related components. Highly flammable mixtures are always present and can be ignited. Failure to follow these instructions can result in personal injury.

⚠ WARNING: Fuel in the system remains under high pressure even when the engine is not running. Before working on or disconnecting any of the fuel lines or fuel system components, the fuel system must be relieved. Failure to follow these instructions can result in personal injury.

1. Remove the engine appearance cover.
2. Release the fuel pressure. For additional information, refer to Section 310-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



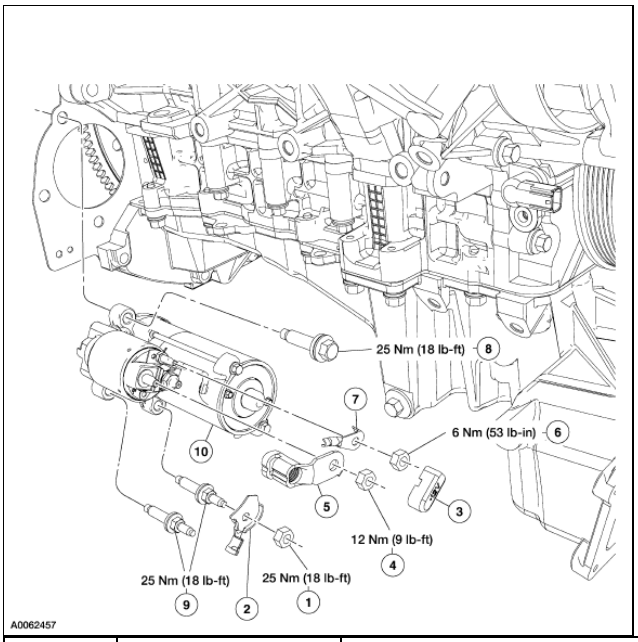
Item	Part Number	Description
1	4522	Fuel pressure relief valve cap
2	4522B	Fuel pressure relief valve

Starter Motor

Printable View (175 KB)

⚠ WARNING: When carrying out maintenance on the starting system be aware that the heavy gauge leads are connected directly to the battery. Make sure the protective caps are in place when maintenance is completed.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	N500617	Ground strap nut
2	14463	Ground strap
3	11N087	Starter motor solenoid terminal cover
4	N800136	Starter solenoid battery cable nut
5	14463	Starter solenoid battery cable
6	N800156	Starter solenoid wire nut
7	14463	Starter solenoid wire
8	W704666	Starter motor bolt
9	W705359	Starter motor stud bolts (2 req'd)
10	11000	Starter motor

Ignition Coil-On-Plug and Spark Plug RH

Printable View (60 KB)

Material

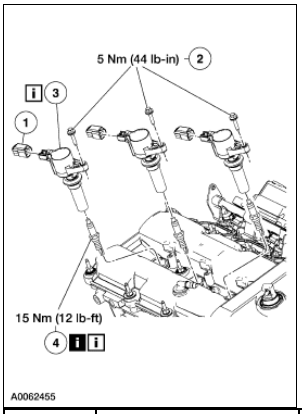
Item	Specification
Silicone Brake Caliper Grease and Dielectric Compound D7AZ-19A331-A (Motorcraft XG-3) or equivalent	ESE-M1C171-A

1. Remove the upper intake manifold. For additional information, refer to Section 303-01A .

2. Remove the components in the order indicated in the following illustration and table. To remove individual components only carry out the listed steps.

Component	Steps
Ignition coil	1-3
Spark plug	1-4

3. To install, reverse the removal procedure.



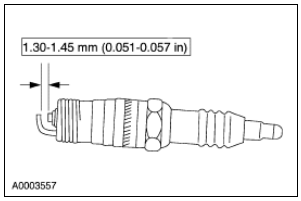
Item	Part Number	Description
1	14A464	Ignition coil electrical connectors (3 req'd)
2	W701663	Ignition coil bolts (3 req'd)
3	12A366	Ignition coils (3 req'd) Installation Note
4	12405	Spark plugs (3 req'd) Removal Note
4	12405	Spark plugs (3 req'd) Installation Note

Item 4: Spark Plug Removal Note

1. Use compressed air to remove any foreign material from the spark plug well before removing the spark plugs.

Item 4: Spark Plug Installation Note

1. Inspect the spark plugs and adjust the spark plug gap as necessary.



Item 3: Ignition Coil Installation Note

1. Apply silicone dielectric compound to the inside of the ignition coil boots before installing.

Ignition Coil-On-Plug and Spark Plug LH

Printable View (61 KB)

Material

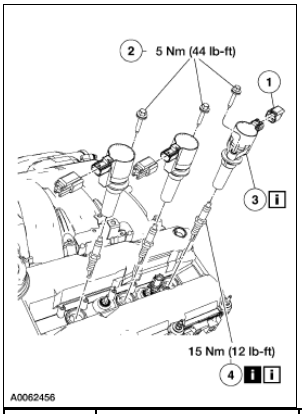
Item	Specification
Silicone Brake Caliper Grease and Dielectric Compound D7AZ-19A331-A (Motorcraft XG-3) or equivalent	ESE-M1C171-A

1. Remove the engine appearance cover.

2. Remove the components in the order indicated in the following illustration and table. To remove individual components only carry out the listed steps.

Component	Steps
Ignition coils	1-3
Spark plugs	1-4

3. To install, reverse the removal procedure.



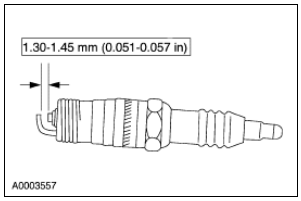
Item	Part Number	Description
1	14A464	Ignition coil electrical connectors (3 req'd)
2	W701663	Ignition coil bolts (3 req'd)
3	12A366	Ignition coils (3 req'd) Installation Note
4	12405	Spark plugs (3 req'd) Removal Note
4	12405	Spark plugs (3 req'd) Installation Note

Item 4: Spark Plug Removal Note

1. Use compressed air to remove any foreign material from the spark plug well before removing the spark plugs.

Item 4: Spark Plug Installation Note

1. Inspect the spark plugs and adjust the spark plug gap as necessary.



Item 3: Ignition Coil Installation Note

1. Apply silicone dielectric compound to the inside of the ignition coil boots before installing.

Camshaft Position (CMP) Sensor

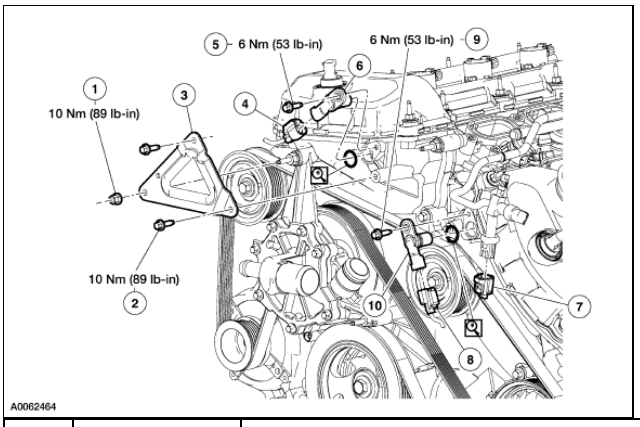
Printable View (150 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the listed steps.

Component	Steps
RH camshaft position (CMP) sensor	1-6
LH CMP sensor	7-10

3. To install, reverse the removal procedure.

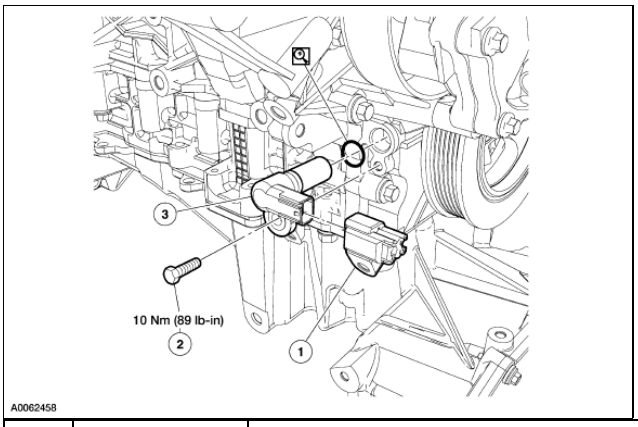


Item	Part Number	Description
1	701542	Upper intake support bracket nut
2	W701719	Upper intake support bracket bolt (2 req'd)
3	9J444	Upper intake support bracket
4	14A464	RH CMP electrical connector
5	500214	RH CMP bolt
6	6B288	RH CMP
7		Fuel temperature sensor electrical connector (part of 14A464)
8	14A464	LH CMP electrical connector
9	500214	LH CMP bolt
10	6B288	LH CMP

Crankshaft Position (CKP) Sensor

Printable View (116 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.

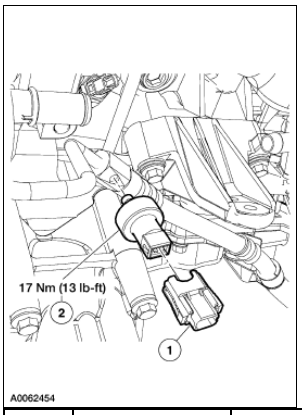


Item	Part Number	Description
1	14A464	Crankshaft position (CKP) sensor electrical connector
2	500212	CKP sensor bolt
3	6C315	CKP sensor

Power Steering Position (PSP) Switch

Printable View (61 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1		Power steering pressure (PSP) switch electrical connector (part of 12B637)
2		PSP switch

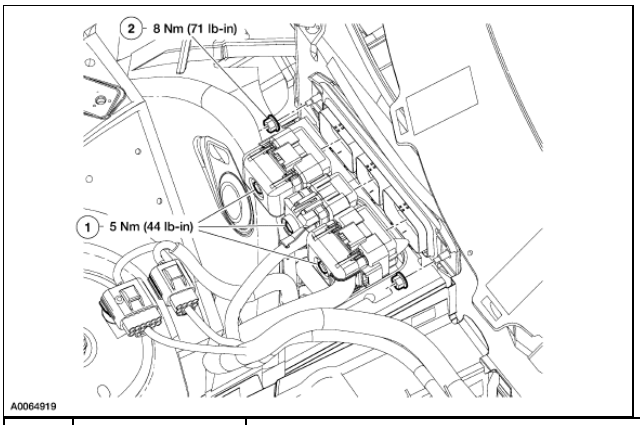
Powertrain Control Module (PCM)

Printable View (225 KB)

Special Tool(s)

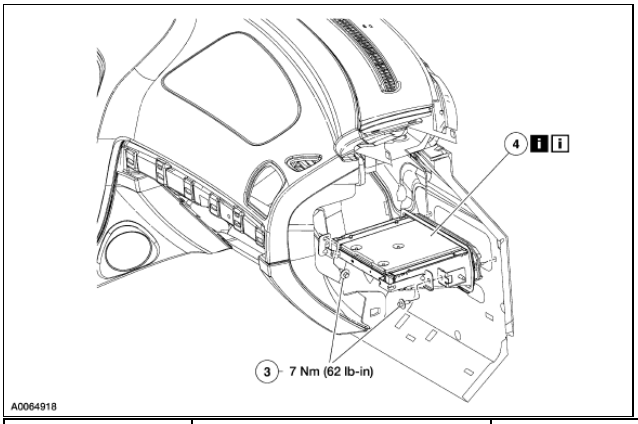
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the cabin air filter plenum. For additional information, refer to Section 412-00 .
3. Remove the glove compartment. For additional information, refer to Section 501-01 .
4. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14A464	Powertrain control module (PCM) electrical connectors
2	N621927	PCM retaining nuts

5. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
3	606625	PCM bracket bolts
4	031400	PCM and bracket Removal Note
4	031400	PCM and bracket Installation Note

6. To install, reverse the removal procedure.
7. Connect the scan tool.
8. Select ignition control module (ICM).
9. Select ENTER SECURITY ACCESS. Wait 10 minutes for security access to be granted.
10. Select PARAMETER RESET.
11. Disconnect the scan tool.
12. Place the ignition key in the OFF position.
13. Place the ignition key in the RUN position.
14. Remove the ignition key.

Item 4: PCM and Bracket Removal Note

1. Remove the PCM and bracket as an assembly through the glove compartment opening.

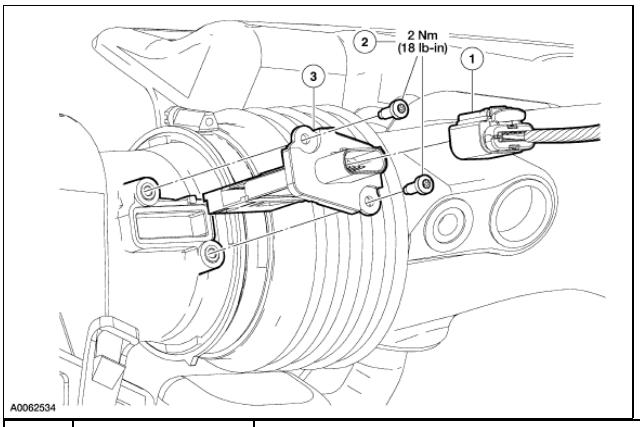
Item 4: PCM and Bracket Installation Note

1. Install the PCM and bracket as an assembly through the glove compartment opening.

Mass Air Flow (MAF) Sensor

Printable View (90 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	12B637	Mass air flow (MAF) sensor electrical connector
2		MAF sensor bolts
3	12B605	MAF sensor

Heated Oxygen Sensor (HO2S) and Catalyst Monitor Sensor

Printable View (86 KB)

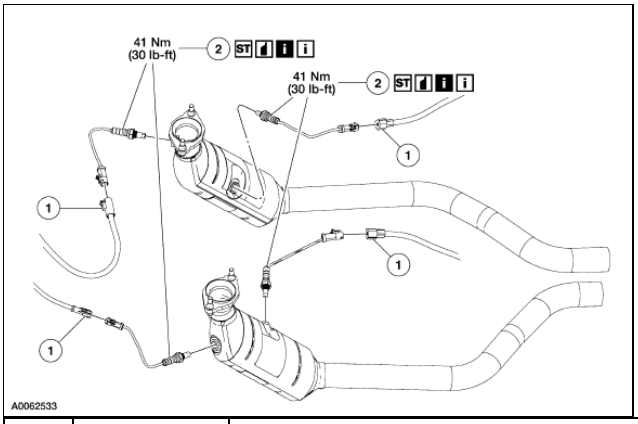
Special Tool(s)

ST1448-A	Socket, Exhaust Gas Oxygen Sensor 303-476 (T94P-9472-A)

Material

Item	Specification
Nickel Anti-Seize Lubricant XL-2 (in Canada CXG-2) or equivalent	ESE-M12A4-A

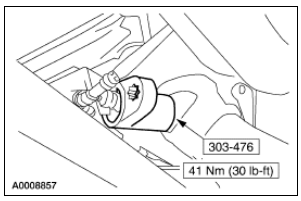
1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	14A464	Heated oxygen sensor (HO2S) and catalyst monitor sensor electrical connectors
2	9G472	HO2S and catalyst monitor sensors Removal Note
2	9G472	HO2S and catalyst monitor sensors Installation Note

Item 2: HO2S and Catalyst Monitor Sensors Removal Note

1. Using the special tool, remove the HO2S and the catalyst monitor sensors.



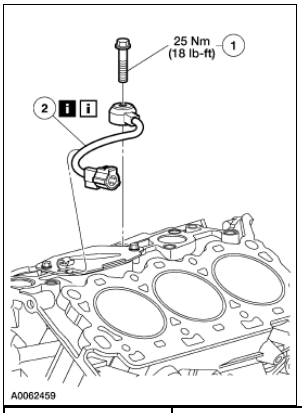
Item 2: HO2S and Catalyst Monitor Sensors Installation Note

1. **NOTE:** Apply a light coat of anti-seize lubricant to the threads of the HO2S and the catalyst monitor sensors.

   Using the special tool, install the HO2S and the catalyst monitor sensors.

Knock Sensor (KS) Printable View (46 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the lower intake manifold. For additional information, refer to Section 303-01A .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	W500310	Knock sensor (KS) bolt
2	12A699	KS Removal Note
2	12A699	KS Installation Note

Item 2: KS Removal Note

1. Release the KS harness from the retaining clip before removing the KS.

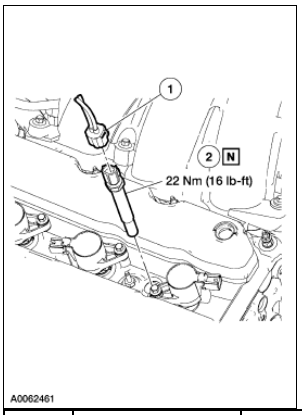
Item 2: KS Installation Note

1. Attach the KS harness to the retaining clip after installing KS.

Cylinder Head Temperature (CHT) Sensor

Printable View (43 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	14A464	Cylinder head temperature (CHT) sensor electrical connector
2	6G004	CHT sensor

Fuel Pressure Sensor

Printable View (172 KB)

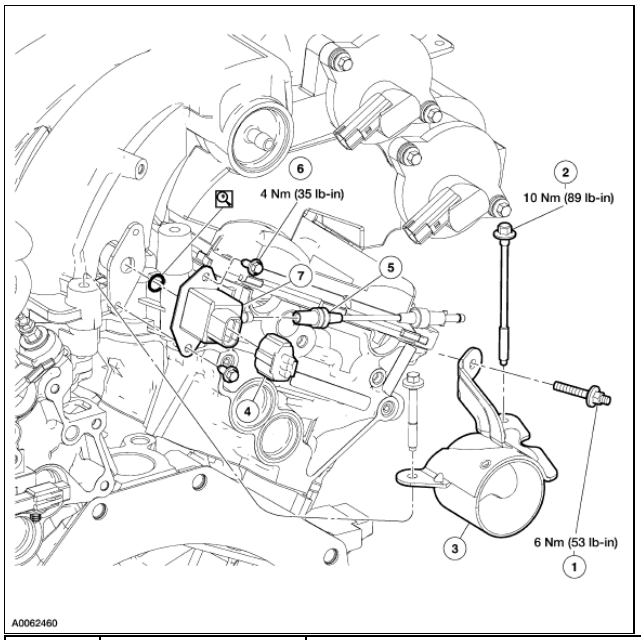
Material

Item	Specification
Super Premium SAE 5W-20 XO-5W20-QSP or equivalent	WSS-M2C153-H

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related components. Highly flammable mixtures are always present and can be ignited, resulting in possible personal injury.

⚠ WARNING: Fuel in the fuel system remains under high pressure even when the engine is not running. Before working on or disconnecting any of the fuel lines or fuel system components the fuel system pressure must be relieved. Failure to do so can result in personal injury.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Release the fuel system pressure. For additional information, refer to Section 310-00 .
3. Remove the cowl vent screen. For additional information, refer to Section 501-00 .
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	W705779	Fuel pressure sensor shield stud bolt
2	W701724	Fuel pressure sensor shield bolts (2 req'd)
3	9G609	Fuel pressure sensor shield

4	14A464	Fuel pressure sensor electrical connector
5	9E499	Fuel pressure sensor vacuum hose
6	4674	Fuel pressure sensor bolts (2 req'd)
7	4682	Fuel pressure sensor

Fuel Temperature Sensor

Printable View (84 KB)

Special Tool(s)

ST1147-A	Disconnect Tool, Spring Lock Coupling (1/2 inch) 310-D004 (D87L-9280-B) or equivalent

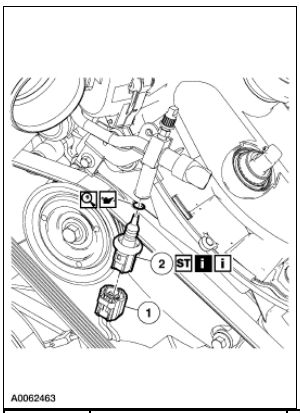
Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related components. Highly flammable mixtures are always present and can be ignited, resulting in possible personal injury.

⚠ WARNING: Fuel in the fuel system remains under high pressure even when the engine is not running. Before working on or disconnecting any of the fuel lines or fuel system components the fuel system pressure must be relieved. Failure to do so can result in personal injury.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Release the fuel system pressure. For additional information, refer to Section 310-00 .
3. Remove the air cleaner outlet tube. For additional information, refer to Air Cleaner Assembly in this section.
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.

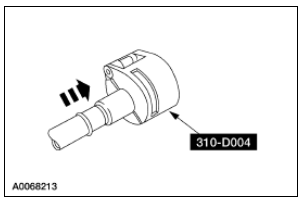


Item	Part Number	Description
1	14A464	Fuel temperature sensor electrical connector

2	4702	Fuel temperature sensor Removal Note
2	4702	Fuel temperature sensor Installation Note

Item 2: Fuel Temperature Sensor Removal Note

1. Using the special tool, remove the fuel temperature sensor. For additional information, refer to Section 310-00 .



Item 2: Fuel Temperature Sensor Installation Note

1. **NOTE:** Lubricate the O-rings with clean engine oil.

   Align the fuel temperature sensor with the fuel tube and push together until an audible click is heard. Pull on the fittings to make sure they are fully engaged.

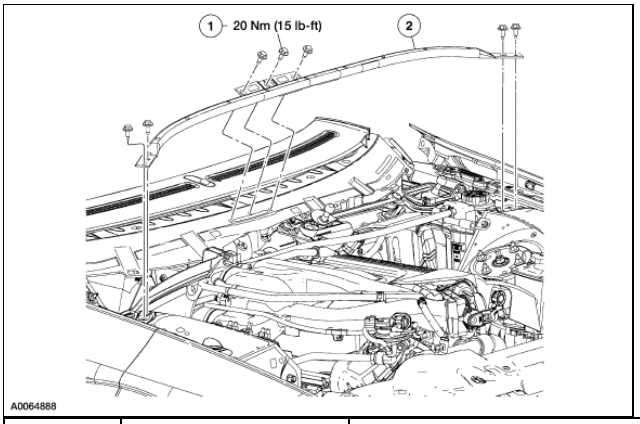
Intake Manifold Tuning (IMT) Valve

Printable View (201 KB)

Material

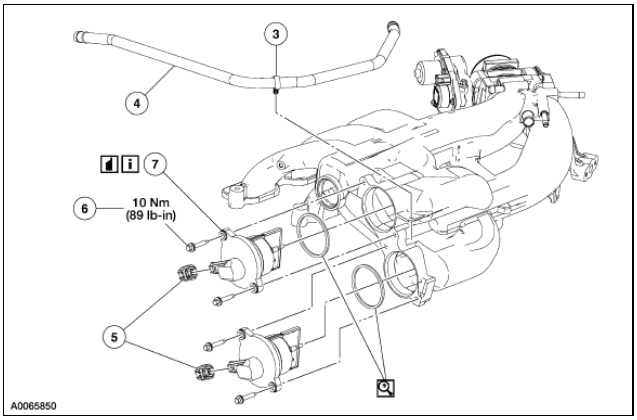
Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP or equivalent	WSS-M2C153-H

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the cowl vent screen. For additional information, refer to Section 501-00 .
3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	708009	Cross-vehicle support bolts (7 req'd)
2	3B328	Cross-vehicle support

4. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
3	13A506	Crankcase vent hose retaining clip
4	6758	Crankcase vent hose
5	14A464	Intake manifold tuning (IMT) valve electrical connectors
6	701519	IMT valve bolts (4 req'd)
7	9L490	IMT valve (2 req'd) Installation Note

5. To install, reverse the removal procedure.

Item 7: IMT Valve Installation Note

⚠ CAUTION: The IMT valve must be fully seated in the intake manifold prior to installing the bolts, or damage to the IMT valve can occur.

1. Coat the IMT valve with clean engine oil before installing it in the intake manifold.

Intake Air and Engine Ignition Component Location Index

Printable View (147 KB)

Fuel Charging and Starting System Component Location Index

Printable View (152 KB)

Electronic Engine Controls Component Location Index

Printable View (316 KB)

RH Front View

LH Front View

Printable View (10 KB)

Torque Specifications

Description	Nm	lb-ft	lb-in
Air cleaner outlet tube retaining nut	4		35
Air cleaner tray bolt	4		35
Throttle body bolts	10		89
Engine appearance cover bracket nuts	6		53
Fuel injection supply manifold bolts	9		80
Starter solenoid wire nut	6		53
Starter solenoid battery cable nut	12	9	
Battery ground cable nut	25	18	
Starter bolts	25	18	
Ignition coil cover bolts	5		44
Ignition coil bolts	5		44
Spark plugs	27	20	
Engine harness retainer nuts	8		71
Camshaft position (CMP) sensor bolts	10		89
Crankshaft position (CKP) sensor bolt	10		89
Power steering position (PSP) switch	17	13	
Powertrain control module (PCM) electrical connector bolts	10		89
PCM bracket bolts	7		62
Mass air flow (MAF) sensor bolts	2		18
Heated oxygen sensor (HO2S) and catalyst monitor sensor	41	30	
Knock sensor (KS) bolts	20	15	
Cylinder head temperature (CHT) sensor	22	16	
Fuel pressure sensor bolts	5		44

Intake Air

Printable View (7 KB)

The air intake system consists of the:

- air cleaner (ACL) inlet.
- air cleaner element.
- mass air flow (MAF) sensor.
- air cleaner outlet tube.

The air intake system:

- cleans intake air with a replaceable, dry-type air cleaner element.
- measures airflow and air temperature with the MAF sensor.

Fuel Charging and Controls

Printable View (51 KB)

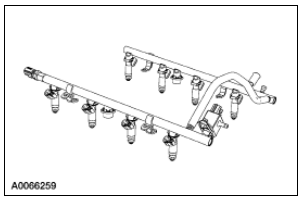
The fuel charging and controls system consists of the:

- electronic throttle body.
- fuel injectors.
- fuel charging wiring harness.
- fuel injection supply manifold.

The fuel charging and controls system is:

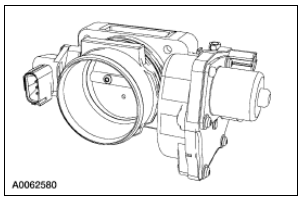
- a sequential multiport fuel injection (SFI) system.
- pulse-width modulated.
- mass airflow controlled.

The powertrain control module (PCM) controls the fuel injection system. Injector pulse-width is varied to control the amount of fuel flow. Varying fuel pump output controls fuel pressure. The PCM commands the fuel pump driver module, which directly controls the fuel pump. The throttle body is electronically controlled by the engine management system (EMS). Throttle plate angle is changed electronically in response to throttle pedal movements initiated by the driver.



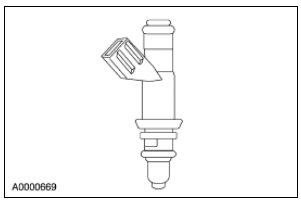
The fuel injection supply manifold:

- delivers fuel to the individual fuel injectors.
- receives fuel from the fuel supply line.



The electronic throttle body:

- controls air supply to the intake manifold by electronically positioning the throttle plate.
- is not adjustable.
- must not be cleaned.



The fuel injectors:

- are electronically operated by the powertrain control module (PCM).
- atomize the fuel as the fuel is delivered.
- each have an internal solenoid which opens a needle valve to inject fuel into the lower intake manifold.
- are deposit-resistant.

The fuel pressure sensor:

- maintains constant fuel pressure to the fuel injectors and throughout the fuel system.
- is spring-loaded and operated by intake manifold vacuum.

The engine wiring harness:

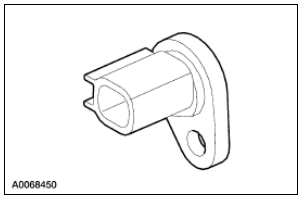
- connects the fuel injectors and other electronic engine controls, such as the throttle position (TP) sensor, to the powertrain control module.
- receives fuel injector signals from the powertrain control module and transfers the signals to the fuel injectors.

Engine Ignition

Printable View (32 KB)

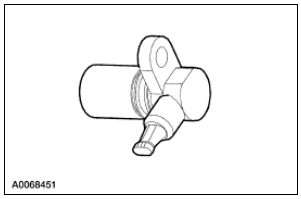
The electronic ignition (EI) system is a coil-on-plug (COP) ignition system. The COP ignition system consists of the following components:

- crankshaft position (CKP) sensor.
- camshaft position (CMP) sensor.
- ignition coils.
- spark plugs.



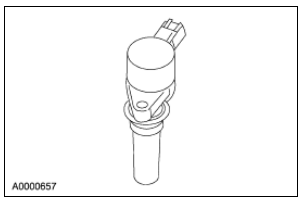
The crankshaft position sensor:

- is a variable reluctance sensors.
- is mounted to the engine sump body.
- is triggered by a 36-minus-1 tooth trigger wheel mounted on the crankshaft.
- provides base timing and crankshaft speed (rpm) to the powertrain control module (PCM).



The two camshaft position sensors:

- are mounted on the rear of each cylinder head.
- send the powertrain control module (PCM) a signal indicating camshaft position used for fuel and spark synchronization.



The eight separate ignition coils:

- convert low voltage signals from the PCM to high voltage pulses.
- produce the high voltage pulses for the spark plugs.
- are connected directly to each spark plug.

The spark plugs:

- convert a high voltage pulse into a spark which ignites the fuel and air mixture.
- originally installed on the vehicle have a platinum-enhanced active electrode for long life.

Starting System

Printable View (7 KB)

The starting system consists of the following components:

- starter motor.
- ignition switch.
- digital transmission range (TR) sensor.
- starter relay.
- battery.

The function of the starting system is to crank the engine at a speed fast enough to permit the engine to start.

Electronic Engine Controls

Printable View (11 KB)

The electronic engine controls consist of the following:

- powertrain control module (PCM).
- two throttle position (TP) sensors.
- two camshaft position (CMP) sensors.
- crankshaft position (CKP) sensor.
- mass air flow (MAF) sensor.
- heated oxygen sensors (HO2S).
- catalyst monitor sensors.
- two knock sensors (KS).
- cylinder head temperature (CHT) sensor.
- power steering pressure (PSP) switch.
- fuel pressure sensor.

The PCM carries out the following functions:

- accepts inputs from various engine sensors to compute the fuel flow rate necessary to maintain a prescribed air/fuel ratio and spark synchronization throughout the entire engine operating range.
- outputs a command to the fuel injectors to meter the appropriate amount of fuel.

The TP sensors:

- send the PCM a signal indicating the throttle plate angle.
- are the main input to the PCM from the driver.

The CMP sensors:

- send the PCM a signal indicating camshaft position used for fuel and spark synchronization.

The PSP switch:

- monitors the outlet pressure of the power steering pump and is calibrated to both an actuation and release pressure setting.
- increases the outlet pressure to match the severity of the turn maneuver.

The CKP sensor:

- sends the PCM a signal indicating crankshaft position.
- is essential for calculating spark timing.

The MAF sensor:

- sends the PCM a signal indicating mass air flow rate of air entering the engine.

The front HO2S:

- create a voltage signal dependant on exhaust oxygen content.
- provide feedback information to the PCM used to calculate fuel delivery.

The catalyst monitor sensors:

- monitor oxygen content after it flows through the catalytic converter.
- provide a voltage to the PCM used to calculate catalytic converter integrity.

The KS:

- are located in the intake valley.
- sends a voltage signal to the PCM indicating engine detonation. (If detonation is occurring, the PCM then changes spark timing.)

The CHT sensor:

- is mounted into the wall of the cylinder head and is not connected to any coolant passages.
- sends a signal to the PCM indicating the cylinder head temperature.
- If the temperature exceeds approximately 121°C (250°F), the PCM disables half the fuel injectors at a time. The PCM will alternate which fuel injectors are disabled every 32 engine cycles. The cylinders that are not being fuel injected act as air pumps to aid in cooling the engine.
- If the temperature exceeds approximately 166°C (330°F), the PCM disables all of the fuel injectors until the engine temperature drops below approximately 154°C (310°F).
- The coolant temperature gauge pointer will read fully hot.
- The check gauge warning indicator will illuminate and DTCs are set.

The fuel pressure sensor:

- sends the PCM a signal indicating fuel pressure.
    - ♦ The PCM uses the fuel pressure sensor signal to maintain the fuel liquid pressure in the fuel line which reduces the fuel vapor pressure in the fuel line.

Intake Air Distribution and Filtering

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Fuel Charging and Controls

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Starting System

Printable View (245 KB)

Refer to Wiring Diagrams Cell 20 , Starting System for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent

Principles of Operation

Anti-Theft Intervention

The starting system is electronically controlled by the passive anti-theft system (PATS). The PATS recognizes the correct electronically coded ignition key and signals the instrument cluster to provide a ground for the starter relay. The energized relay provides voltage to the starter solenoid, thereby allowing the starter motor to activate.

Inspection and Verification

⚠ WARNING: When carrying out underhood work in the vicinity of the starter motor, be aware that the heavy gauge battery input lead at the starter solenoid is "electrically hot" at all times. A protective cap or boot is provided over the terminal of this lead and must be installed after the repair procedure is completed. Failure to follow these instructions may result in personal injury.

⚠ WARNING: When working in the area of the starter motor, be careful to avoid touching hot exhaust components. Failure to follow these instructions can result in personal injury.

NOTE: When working on the starter system, make sure the anti-theft system is deactivated.

1. Verify the customer concern by operating the system.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Starter motor • Brackets	• Battery • Auxiliary junction box (AJB) fuse F121 (30A) • Battery junction box (BJB) fuse F22

	(20A) • Central junction box (CJB) fuse F201 (5A) • Starter relay • Loose or corroded connectors • Damaged wiring

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

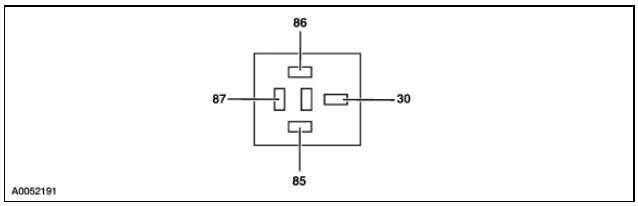
4. If the concern remains after the inspection, determine the symptom(s). GO to Symptom Chart .

Symptom Chart

Symptom Chart

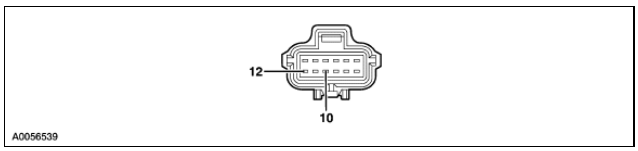
Connector Circuit Reference

Starter Motor Relay



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
85	CKT 31S-BB12 (BK/YE) starter motor relay to instrument cluster	10,000 ohms or greater to chassis ground and 0 volts.
87	CKT 50-BB10 (GY/BK) starter motor relay to starter motor S terminal	Greater than 10 volts with ignition in the START position.
86	CKT 50S-BB12 (GY) starter motor relay to transmission range (TR) sensor	Greater than 10 volts with ignition in START position.
30	CKT 30-BB13 (RD) starter motor relay to power distribution box (PDB).	Greater than 10 volts with ignition in START position.

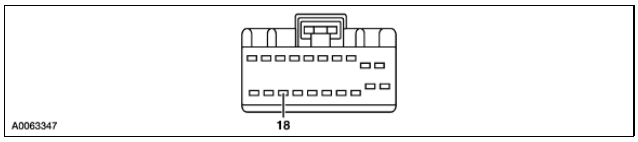
(TR) Sensor



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

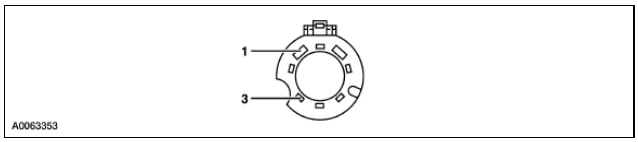
12	CKT 50S-BB12 (GY) TR sensor to starter relay pin 86	10 volts or greater in START position.
10	CKT 50-BB15 (GY/OG) TR sensor to CJB fuse 201 (5A)	10 volts or greater in START position.

Instrument Cluster



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
18	CKT 31S-BB12 (BK/YE) instrument cluster to starter motor relay	10,000 ohms or greater to chassis ground and 0 volts.

Ignition Switch



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 30-BB9 (RD) ignition switch to PDB fuse 22 (20A)	10 volts or greater at all times.
3	CKT 50-DD5 (GY/BK) ignition switch to CJB fuse 201 (5A)	10 volts or greater in START position.

Normal Operation

Under normal operation the PDB supplies constant power to the starter relay on circuit 30-BB13 (RD) through fuse 121 (30A). When the key is placed in the START position, with the vehicle in PARK or NEUTRAL, the TR sensor provides power on circuit 50S-BB12 (GY) and the instrument cluster provides ground on circuit 31S-BB12 (BK/YE). The coil of the relay is energized and sends power to the starter motor on circuit 50-BB10 (GY/BK).

Pinpoint Tests

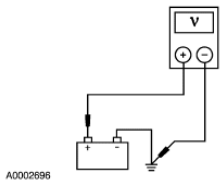
Possible Causes

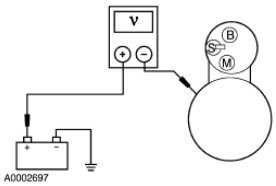
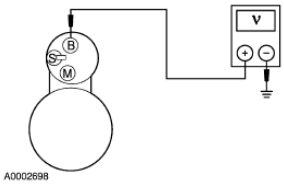
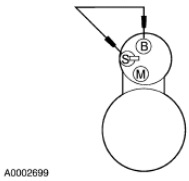
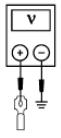
An engine that does not crank can be caused by the following:

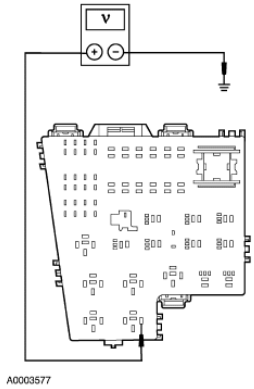
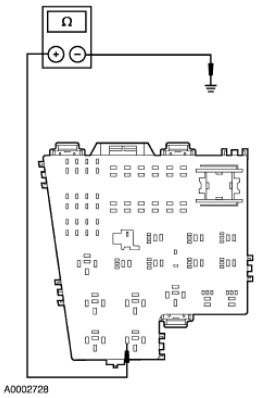
- Battery.
- Central junction box (CJB) fuse 201 (5A).
- Auxiliary junction box (AJB) fuse 121 (30A).

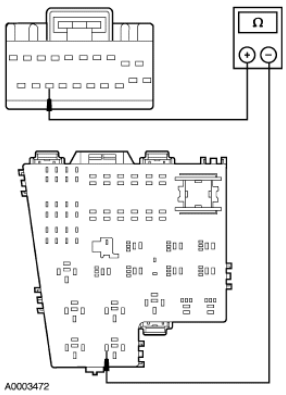
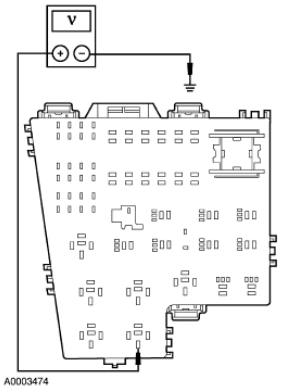
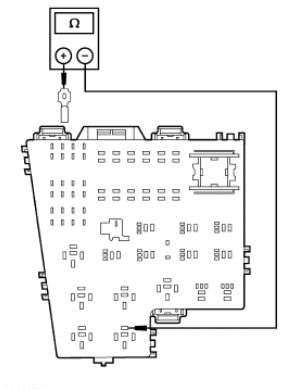
- Battery junction box (BJB) fuse 422 (20A).
- Ignition switch.
- Starter relay.
- Anti-theft system.
- Circuitry.

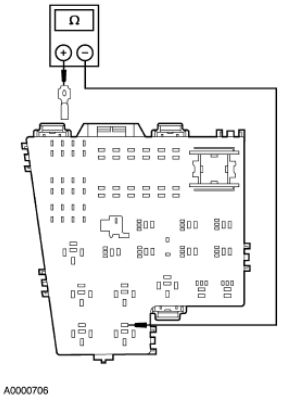
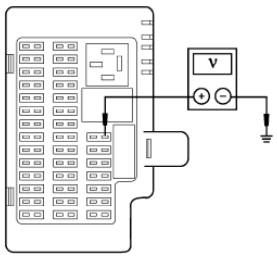
PINPOINT TEST A: THE ENGINE DOES NOT CRANK

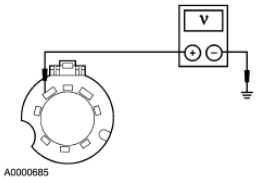
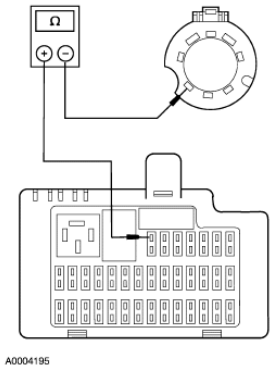
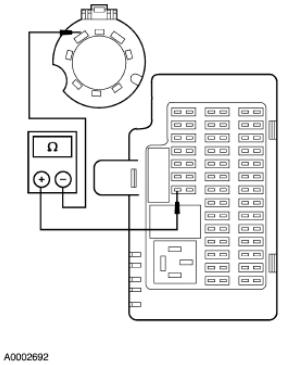
Test Step	Result / Action to Take
A1 CHECK FOR INSTRUMENT CLUSTER DIAGNOSTIC TEST CODES	
• **NOTE:** The instrument cluster PATS DTCs are the only DTCs of concern in this step. Only repair retrieved non-PATS DTCs if a customer concern is reported. • Carry out the instrument cluster self-test. Refer to Section 413-00 . • **Were any PATS DTCs retrieved from the instrument cluster?**	**Yes** GO to Section 419-01 to diagnose the PATS DTCs. **No** GO to A2 .
A2 CHECK THE BATTERY	
• Check the battery condition and charge. Refer to Section 414-00 . • **Is the battery OK?**	**Yes** GO to A3 . **No** CHARGE or INSTALL a new battery as necessary. REFER to Section 414-00 . TEST the system for normal operation.
A3 CHECK THE BATTERY GROUND CABLE	
• Measure the voltage between the positive battery post and the battery ground cable connection on the engine.  • **Is the voltage greater than 10 volts?**	**Yes** GO to A4 . **No** INSTALL a new battery ground cable. REFER to Section 414-00 . TEST the system for normal operation.
A4 CHECK THE STARTER MOTOR GROUND	
• Measure the voltage between the battery positive post and the starter motor case.	**Yes** GO to A5 . **No** CLEAN the starter motor mounting flange and make sure the starter motor is correctly mounted. TEST the system for normal operation.

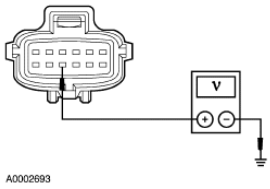
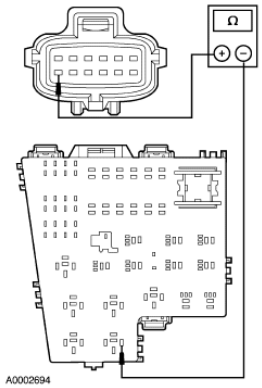
 A0002697 • **Is the voltage greater than 10 volts?**	
A5 CHECK THE POWER SUPPLY TO THE STARTER MOTOR	
• Measure the voltage between starter motor B-terminal and ground.  A0002698 • **Is the voltage greater than 10 volts?**	**Yes** GO to A6 . **No** REPAIR circuit 30 BB10 (RD). TEST the system for normal operation.
A6 CHECK THE STARTER MOTOR B-TERMINAL	
• Connect a fused jumper wire to the B-terminal of the starter motor. Momentarily connect the other lead of the jumper wire to the starter motor S-terminal.  A0002699 • **Did the starter motor engage and the engine crank?**	**Yes** GO to A7 . **No** INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation.
A7 CHECK THE START INPUT TO THE STARTER MOTOR	
• Disconnect: Starter Motor C197. • Measure the voltage between starter motor C197, circuit 50 BB10 (GY/BK), harness side and ground while holding the ignition switch in the START position.  A0002700 • Key in START position. • **Is the voltage greater than 10 volts in START?**	**Yes** CLEAN the starter motor S-terminal and connector. CHECK the wiring and the starter motor for a loose or intermittent connection. TEST the system for normal operation. **No** GO to A8 .
A8 CHECK THE START INPUT TO THE STARTER RELAY	

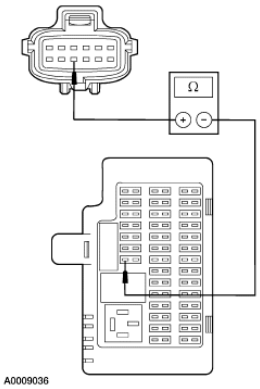
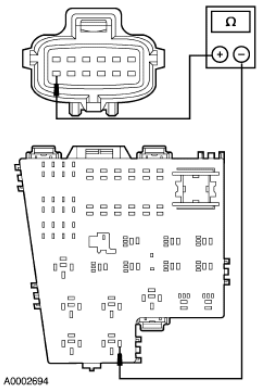
• Disconnect: Starter Relay. • Make sure the vehicle is in PARK or NEUTRAL. • Turn the ignition switch to START and hold. • Measure the voltage between starter relay pin 86, circuit 50S-BB12 (GY), harness side and ground.  A0003577 • **Is the voltage greater than 10 volts?**	**Yes** GO to A9 . **No** GO to A14 .
A9 CHECK THE GROUND SUPPLY TO THE STARTER RELAY	
• Make sure the vehicle is in PARK or NEUTRAL. • Turn the ignition switch to START and hold. • Measure the resistance between the starter relay pin 85, circuit 31S-BB12 (BK/YE), harness side and ground.  A0002728 • **Is the resistance less than 5 ohms?**	**Yes** GO to A11 . **No** GO to A10 .
A10 CHECK THE CIRCUIT 31S-BB12 (BK/YE) FOR AN OPEN	
• Disconnect: Instrument Cluster C220b. • Measure the resistance between starter relay pin 85, circuit 31S-BB12 (BK/YE), harness side and instrument cluster C220b pin 18, circuit 31S-BB12 (BK/YE), harness side.	**Yes** INSTALL a new instrument cluster. REFER to Section 413-00 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0003472 • **Is the resistance less than 5 ohms?**	
A11 CHECK THE BATTERY SUPPLY TO THE STARTER RELAY	
• Measure the voltage between starter relay pin 30, circuit 30-BB13 (RD), harness side and ground.  A0003474 • **Is the voltage greater than 10 volts?**	**Yes** GO to A12 . **No** REPAIR the circuit. TEST the system for normal operation.
A12 CHECK CIRCUIT 50-BB10 (GY/BK) AND 50S-BB12 (GY) FOR AN OPEN	
• Disconnect the eyelet from the starter S-terminal. • Measure the resistance between starter relay pin 87, circuit 50-BB10 (GY/BK), harness side and the S-terminal eyelet C197, circuit 50-BB10 (GY/BK), harness side.  A0000706	**Yes** GO to A13 . **No** REPAIR the circuit(s). TEST the system for normal operation.

• **Is the resistance less than 5 ohms?**	
A13 CHECK CIRCUIT 50-BB10 (GY/BK) AND 50S-BB12 (GY) FOR A SHORT TO GROUND	
• Measure the resistance between starter relay pin 87, circuit 50-BB10 (GY/BK), harness side and S-terminal eyelet C197, circuit 50-BB10 (GY/BK), harness side.  A0000706 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new starter relay. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
A14 CHECK FUSE 201 (5A)	
• Check fuse: CJB Fuse 201 (5A). • **Is CJB fuse 201 (5A) open?**	**Yes** GO to A21 . **No** GO to A15 .
A15 CHECK THE START INPUT TO FUSE 201 (5A)	
• Disconnect: CJB Fuse 201 (5A). • Turn the ignition switch to the START position and hold. • Measure the voltage between CJB fuse 201 (5A) input terminal and ground.  A0000670 • **Is the voltage greater than 10 volts?**	**Yes** GO to A19 . **No** GO to A16 .
A16 CHECK THE BATTERY INPUT TO THE IGNITION SWITCH	

• Disconnect: Ignition Switch C250. • Measure the voltage between ignition switch C250 pin 1, circuit 30-BB9 (RD), harness side and ground.  A0000685 • **Is the voltage greater than 10 volts?**	**Yes** GO to A17 . **No** REPAIR the circuit. TEST the system for normal operation.
A17 CHECK CIRCUIT 50-DD5 (GY/BK) FOR AN OPEN	
• Measure the resistance between ignition switch C250 pin 3, circuit 50-DD5 (GY/BK), harness side and CJB fuse 201 (5A) input terminal, circuit 50-DD5 (GY/BK), harness side.  A0004195 • **Is the resistance less than 5 ohms?**	**Yes** GO to A18 . **No** REPAIR the circuit. TEST the system for normal operation.
A18 CHECK CIRCUIT 50-DD5 (GY/BK) FOR A SHORT TO GROUND	
• Measure the resistance between ignition switch C250 pin 3, circuit 50-DD5 (GY/BK), harness side and CJB fuse 201 (5A) input terminal, circuit 50-DD5 (GY/BK), harness side.  A0002692 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new ignition switch. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

A19 CHECK CIRCUIT 50-BB15 (GY/OG) FOR AN OPEN	
• Connect: CJB Fuse 201 (5A). • Disconnect: Digital TR Sensor C167. • Turn the ignition switch to the START position and hold. • Measure the voltage between digital TR sensor C167 pin 10, circuit 50-BB15 (GY/OG), harness side and ground.  A0002693 • **Is the voltage greater than 10 volts?**	**Yes** GO to A20 . **No** REPAIR the circuit. TEST the system for normal operation.
A20 CHECK CIRCUIT 50S-BB12 (GY) FOR AN OPEN	
• Measure the resistance between digital TR sensor C167 pin 12, circuit 50S-BB12 (GY), harness side and starter relay pin 86, circuit 50S-BB12 (GY), harness side.  A0002694 • **Is the resistance less than 5 ohms?**	**Yes** ADJUST the digital TR sensor. REFER to Section 307-01 . **No** REPAIR the circuit. TEST the system for normal operation.
A21 CHECK CIRCUIT 50-BB15 (GY/OG) FOR A SHORT TO GROUND	
• Measure the resistance between digital TR sensor C167 pin 10, circuit 50-BB15 (GY/OG), harness side and CJB fuse 201 (5A) output terminal C270b pin 3, circuit 50-BB15 (GY/OG), harness side.	**Yes** GO to A22 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0009036 • **Is the resistance greater than 10,000 ohms?**	
A22 CHECK CIRCUIT 50S-BB12 (GY) FOR A SHORT TO GROUND	
• Measure the resistance between digital TR sensor C167 pin 12, circuit 50S-BB12 (GY), harness side and starter relay pin 86, circuit 50S-BB12 (GY), harness side.  A0002694 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A23 . **No** REPAIR the circuit. TEST the system for normal operation.
A23 INSTALL A NEW FUSE 201 (5A)	
• Connect: Digital TR Sensor Switch C167. • Install a new CJB fuse 201 (5A). Retest the system. • **Does the fuse open?**	**Yes** ADJUST the digital TR sensor. REFER to Section 307-01 . **No** RETEST for normal operation. VERIFY the symptom.

Possible causes

Unusual starter noise can be caused by the following:

- Loose starter motor mounting bolts or brackets.
- Worn or damaged flywheel ring gear.
- Worn or damaged starter motor drive gear.

PINPOINT TEST B: UNUSUAL STARTER NOISE

Test Step	Result / Action to Take
B1 CHECK THE STARTER MOUNTING	
• Inspect the starter motor mounting bolts and brackets for looseness. • **Is the starter motor mounted correctly?**	**Yes** GO to B2 . **No** INSTALL the starter motor correctly. REFER to Starter Motor in this section. TEST the system for normal operation.
B2 CHECK FOR ENGINE NOISE	
• Turn the ignition switch to the OFF position. • Connect a fused jumper wire from the B-terminal to the S-terminal of the starter motor. Engage the starter motor and verify the noise is due to the starter operation. • **Is the noise due to the starter motor engagement?**	**Yes** GO to B3 . **No** REFER to Section 303-01B or Section 303-01B to continue the diagnosis.
B3 CHECK FOR UNUSUAL WEAR	
• Remove the starter motor. Refer to Starter Motor in this section. • Inspect the ring gear for damaged or worn teeth. • **Is the noise due to flywheel ring gear tooth damage?**	**Yes** INSTALL a new flywheel ring gear. EXAMINE the starter pinion teeth. If damaged, INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation. **No** INSTALL a new starter motor. REFER to Starter Motor in this section. TEST the system for normal operation.

Component Tests

⚠ WARNING: When repairing the starter motor or carrying out other underhood work in the vicinity of the starter motor, be aware that the heavy gauge battery input lead at the starter solenoid is "electrically hot" at all times. Failure to follow these instructions can result in personal injury.

⚠ CAUTION: A protective cap or boot is provided over the battery input terminal on all vehicle lines and must be installed after repairing. Be sure to disconnect the battery ground cable before repairing the starter motor.

Connect the 73III Automotive Meter at the component terminal rather than at the wiring end connector. Making a connection at the wiring end connector could result in false readings because the meter will not pick up a high resistance between the wiring connector and the component.

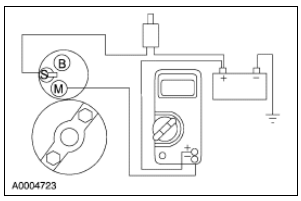
Starter Motor Motor Feed Circuit

1. Make sure the battery is fully charged. Carry out a battery load test. For additional information, refer to Section 414-00 .

2. Disconnect the inertia fuel shutoff (IFS) switch (9341).

3. Connect a remote starter switch between the starter solenoid S-terminal and the battery positive (+) terminal.

4. Connect the 73III Automotive Meter positive lead to the battery positive (+) post. Connect negative lead to the M-terminal.



5. Engage the remote starter switch. Read and record the voltage. The voltage reading should be 0.8 volt or less.

6. If the voltage reading is 0.8 volt or less, go to the Starter Motor Ground Circuit Component Test.

7. If the voltage reading is greater than 0.8 volt, this is an indication of excessive resistance in the connections, the positive battery cable or in the starter solenoid. Move the 73III Automotive Meter negative lead to the starter solenoid B-terminal and repeat the test. If the voltage reading at the B-terminal is lower than 0.8 volt, the concern is either in the connections at the starter solenoid or in the solenoid contacts.

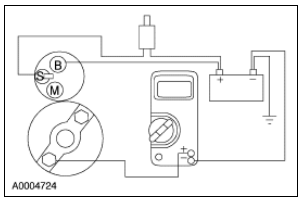
8. Remove the cables from solenoid B-, S- and M-terminals. Clean the cables and connections and reinstall the cables to the correct terminals. Repeat Steps 3 through 6. If the voltage drop reading is still greater than 0.8 volt when checked at the M-terminal and less than 0.8 volt when checked at the B-terminal, the concern is in the solenoid contacts. Install a new starter motor.

9. If the voltage reading taken at the solenoid B-terminal is still greater than 0.8 volt after cleaning the cables and the connections at the solenoid, the concern is either in the positive (+) battery cable connection or in the positive battery cable itself. Clean the positive (+) battery cable connection. If this does not solve the problem, install a new positive battery cable. For additional information, refer to Section 414-00 .

Starter Motor Ground Circuit

A slow cranking condition can be caused by resistance in the ground or return portion of the cranking circuit. Check the voltage drop in the ground circuit as follows:

1. Connect the 73III Automotive Meter positive lead to the starter motor housing (the connection must be clean and free of rust or grease). Connect the negative lead to the negative (-) battery terminal.



2. Engage the remote starter switch and crank the engine. Read and record the voltage reading. The reading should be 0.5 volt or less.

3. If the voltage is more than 0.5 volt, clean the negative cable connections at the battery, the body ground connections, and the starter ground connections. Retest.

4. If the voltage is more than 0.5 volt, install a new cable. If the voltage reading is less than 0.5 volt and the engine still cranks slowly, install a new starter motor.

Engine Ignition

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Electronic Engine Controls

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Air Cleaner Assembly

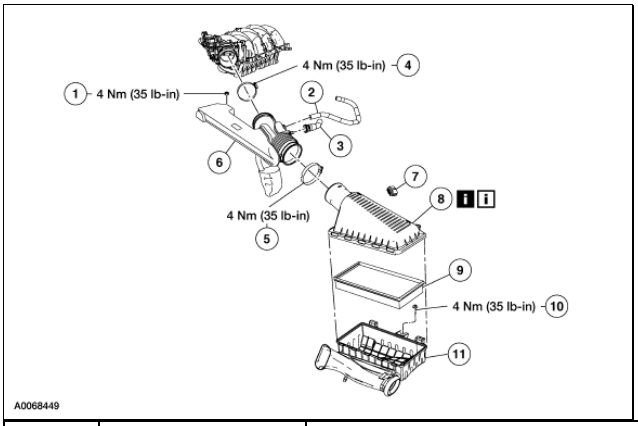
Printable View (60 KB)

1. Remove the engine appearance cover.

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out only the listed steps

Component	Steps
Air cleaner outlet pipe	1-6
Air cleaner element	7-9
Air cleaner outlet tube and cover assembly	1-4 and 6-8
Air cleaner	5-7 and 10-11

3. To install, reverse the removal procedure.



Item	Part Number	Description
1	W705760	Air cleaner outlet tube retaining nut
2	9C490	Chassis vacuum hose
3	9K617	Crankcase vent tube
4	9C632	Air cleaner outlet tube clamp
5	9C632	Air cleaner outlet tube clamp
6	9F805	Air cleaner outlet tube
7	14A464	Mass air flow (MAF) electrical connector
8	9643	Air cleaner cover Removal Note
8	9643	Air cleaner cover Installation Note
9	9601	Air cleaner element
10	W503926	Air cleaner tray bolt
11	9A612	Air cleaner tray

Item 8: Air Cleaner Cover Removal Note

1. **NOTE:** No tools are needed to remove the air cleaner cover. Removal should be carried out using hands only.

   Release the snaps and separate the air cleaner cover from the air cleaner tray.

Item 8: Air Cleaner Cover Installation Note

1. **NOTE:** No tools are needed to install the air cleaner cover. Installation should be carried out using hands only.

   Use the alignment notches to correctly align the air cleaner cover to the air cleaner tray.

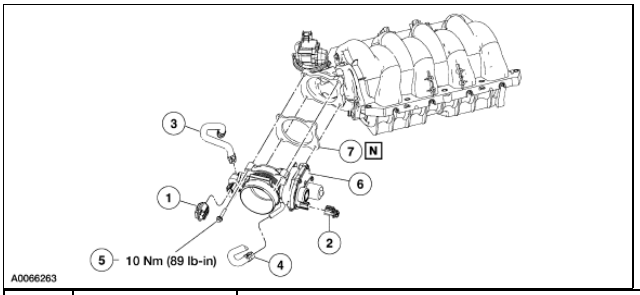
Throttle Body

Printable View (52 KB)

⚠ CAUTION: Throttle body bore and plate area have a special coating and cannot be cleaned, or possible damage to the throttle body can occur.

NOTE: The electronic throttle body is serviced as a complete assembly. Individual components cannot be serviced.

1. Remove the engine appearance cover.
2. Remove the air cleaner outlet tube. For additional information, refer to Air Cleaner Assembly in this section.
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1		Throttle position (TP) sensor electrical connector (part of 14A464)
2		Electronic throttle body motor electrical connector (part of 14A464)
3	9F813	Throttle feed hose and clamp assembly
4	9F914	Throttle return hose and clamp assembly
5	W503280	Throttle body bolts (4 req'd)
6	9F991	Electronic throttle body
7	9F809	Electronic throttle body gasket

Fuel Injection Supply Manifold and Fuel Injector

Printable View (196 KB)

Special Tool(s)

ST1147-A	Disconnect Tool, Spring Lock Coupling (1/2 inch) 310-D005 (D87L-9280-B) or equivalent

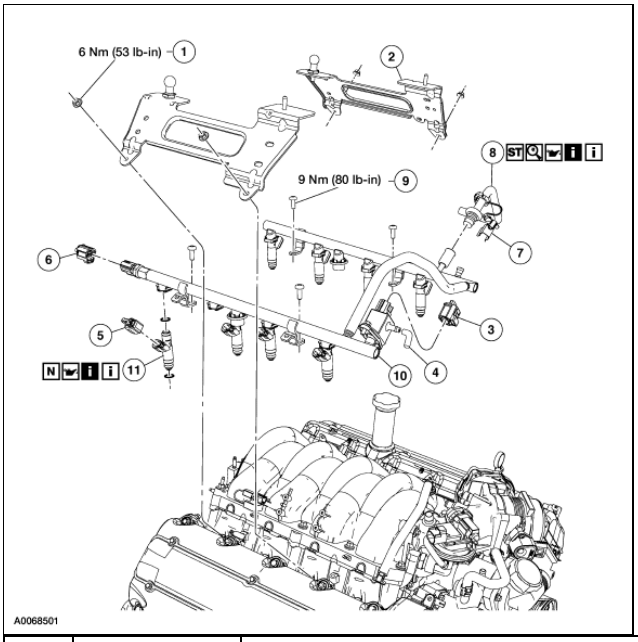
Material

Item	Specification
Motorcraft Premium Synthetic Blend SAE 5W-20 Motor Oil XO-5W20-QSP	WSS-M2C153-H

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related components. Highly flammable mixtures are always present and can be ignited, resulting in possible personal injury.

⚠ WARNING: Fuel in the fuel system remains under high pressure even when the engine is not running. Before working on or disconnecting any of the fuel lines or fuel system components, the fuel system pressure must be relieved. Failure to do so can result in personal injury.

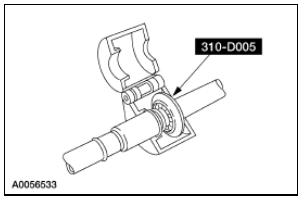
1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the engine appearance cover.
3. Remove the air cleaner outlet tube. For additional information, refer to Air Cleaner Assembly in this section.
4. Release the fuel pressure. For additional information, refer to Section 310-00 .
5. Remove the components in the order indicated in the following illustration and table.
6. To install, reverse the removal procedure.



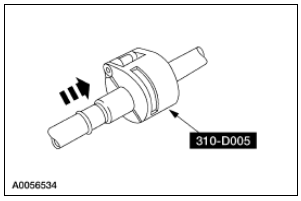
Item	Part Number	Description
1	W520411	Engine appearance cover mounting bracket nuts (4 req'd)
2	129723	Engine appearance cover mounting brackets (position aside)
3		Fuel pressure sensor electrical connector (part of 12B637)
4		Fuel pressure sensor vacuum connector (part of 9E498)
5		Fuel injector electrical connector (part of 12B637) (8 req'd)
6		Fuel temperature sensor electrical connector (part of 12B637)
7		Fuel tube retaining clip
8		Fuel tube spring lock coupling Removal Note
8		Fuel tube spring lock coupling Installation Note
9		Fuel injection supply manifold bolts (4 req'd)
10		Fuel injection supply manifold and fuel injectors
11		Fuel injectors (8 req'd) Removal Note
11		Fuel injectors (8 req'd) Installation Note

Item 8: Fuel Tube Spring Lock Coupling Removal Note

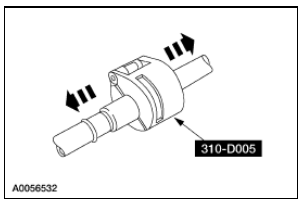
1. Install the special tool.



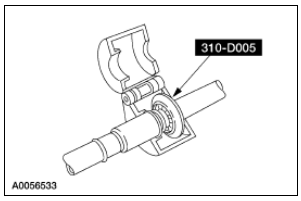
2. Close and push the special tool into the open side of the cage.



3. Separate the fuel tube fitting.



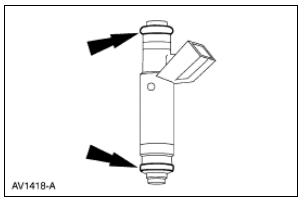
4. Remove the special tool.



Item 11: Fuel Injector Removal Note

⚠ CAUTION: Use O-ring seals that are made of special fuel-resistant material. Use of ordinary O-rings can cause the fuel system to leak. Do not reuse the O-ring seals.

1. Install new O-ring seals.



Item 11: Fuel Injector Installation Note

1. Lubricate the new O-ring seals with clean engine oil before installing.

Item 8: Fuel Tube Spring Lock Coupling Installation Note

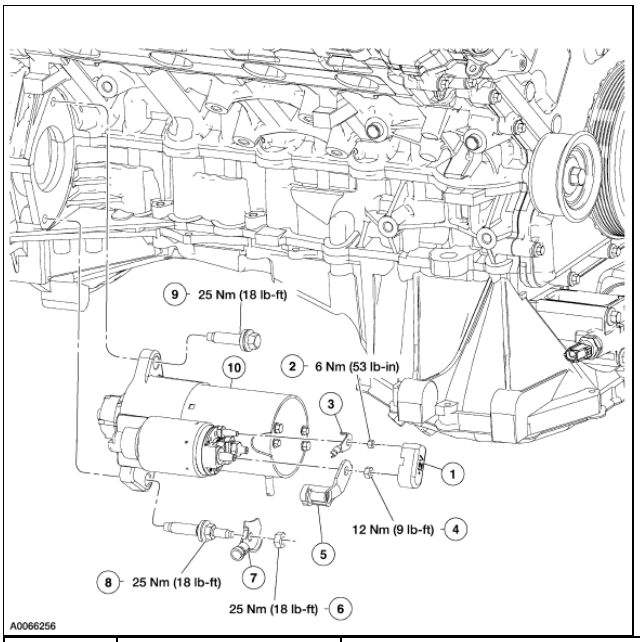
1. Align the fuel tube fittings and press together until an audible click is heard. Then, pull on the fittings to make sure they are fully engaged.

Starter Motor

Printable View (177 KB)

⚠ WARNING: When carrying out maintenance on the starting system be aware that the heavy gauge leads are connected directly to the battery. Make sure the protective caps are in place when maintenance is completed.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	11N087	Starter motor solenoid terminal cover
2	N800156	Starter solenoid wire nut
3	12B637	Starter solenoid wire
4	N800136	Starter solenoid battery cable nut
5	14463	Starter solenoid battery cable
6	N500617	Ground cable nut
7		Ground cable (part of 14463)
8	W705359	Starter motor stud bolt
9	W704666	Starter motor bolt
10	1100	Starter motor

Ignition Coil-On-Plug and Spark Plug

Printable View (167 KB)

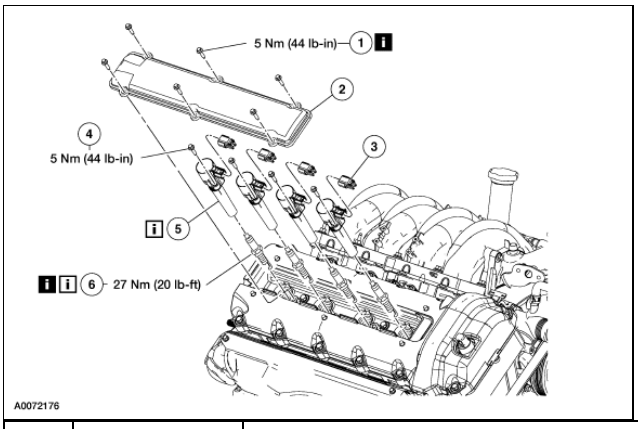
Material

Item	Specification
Silicone Brake Caliper Grease and Dielectric Compound D7AZ-19A331-A (Motorcraft XG-3) or equivalent	ESE-M1C171-A

1. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Ignition coil	1-5
Spark plug	1-6

2. To install, reverse the removal procedure.



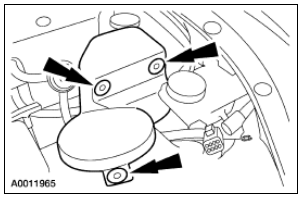
Item	Part Number	Description
1	W500205	Ignition coil cover bolts (6 req'd) Removal Note
2	12025	Ignition coil cover (2 req'd)
3		Ignition coil electrical connector (8 req'd) (part of 12B637)
4	W500205	Ignition coil bolts (8 req'd)
5	12A366	Ignition coils (8 req'd) Installation Note
6	12405	Spark plugs (8 req'd) Removal Note
6	12405	

		Spark plugs (8 req'd) Installation Note

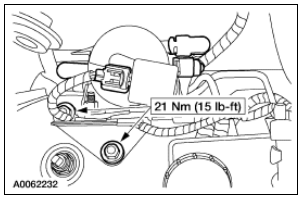
Item 1: Ignition Coil Cover Bolts Removal Note

NOTE: When removing the LH side ignition coil cover bolts, the evaporative emission canister purge valve must be positioned aside as follows.

1. Remove the EVAP canister purge valve cover.



2. Remove the EVAP canister purge valve bracket nuts and position the valve assembly aside.

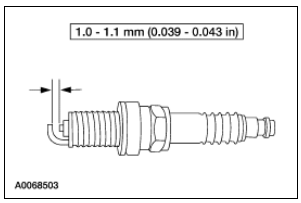


Item 6: Spark Plug Removal Note

1. Use compressed air to remove any foreign material from the spark plug well before removing the spark plugs.

Item 6: Spark Plug Installation Note

1. Inspect the spark plugs and adjust the spark plug gap as necessary.



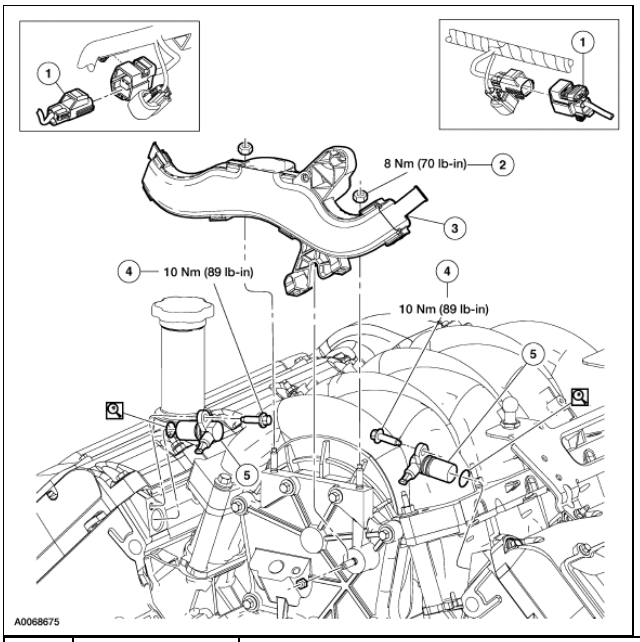
Item 5: Ignition Coil Installation Note

1. Apply silicone dielectric compound to the inside of the ignition coil boots before installing.

Camshaft Position (CMP) Sensor

Printable View (182 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.

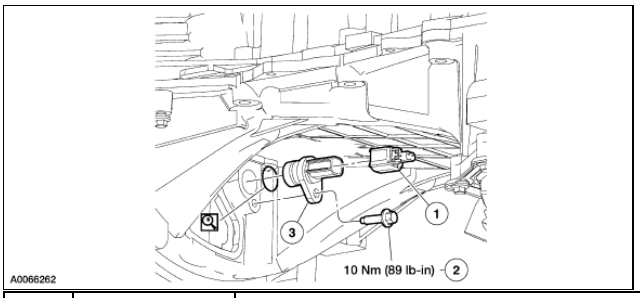


Item	Part Number	Description
1		Camshaft position sensor electrical connectors (part of 6B288)
2	W520101	Engine wiring harness retainer nuts (3 req'd)
3		Engine wiring harness retainer (position aside) (part of 12B637)
4	W500214	CMP sensor bolts
5	6B288	CMP sensors

Crankshaft Position (CKP) Sensor

Printable View (53 KB)

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.

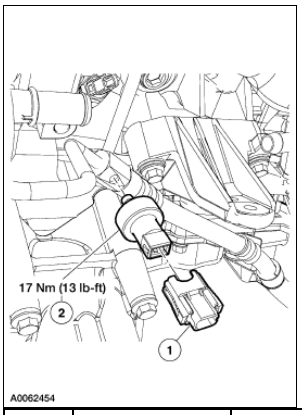


Item	Part Number	Description
1		Crankshaft position (CKP) sensor electrical connector (part of 12B637)
2	W500214	CKP bolt
3	6C315	CKP

Power Steering Position (PSP) Switch

Printable View (61 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1		Power steering pressure (PSP) switch electrical connector (part of 12B637)
2		PSP switch

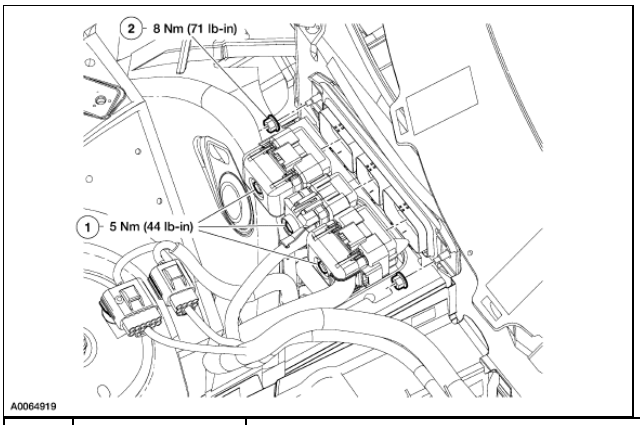
Powertrain Control Module (PCM)

Printable View (225 KB)

Special Tool(s)

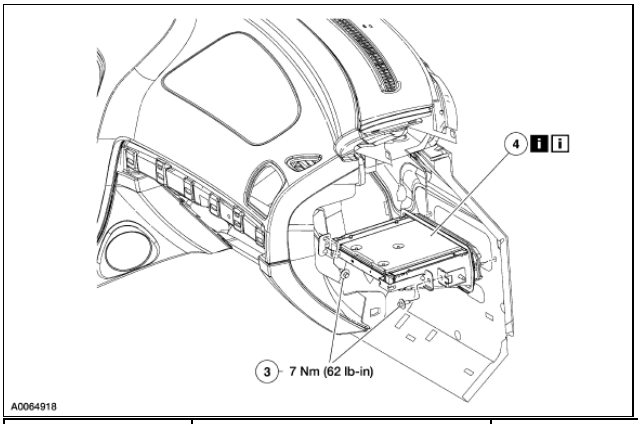
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the cabin air filter plenum. For additional information, refer to Section 412-00 .
3. Remove the glove compartment. For additional information, refer to Section 501-01 .
4. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14A464	Powertrain control module (PCM) electrical connectors
2	N621927	PCM retaining nuts

5. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
3	606625	PCM bracket bolts
4	031400	PCM and bracket Removal Note
4	031400	PCM and bracket Installation Note

6. To install, reverse the removal procedure.
7. Connect the scan tool.
8. Select ignition control module (ICM).
9. Select ENTER SECURITY ACCESS. Wait 10 minutes for security access to be granted.
10. Select PARAMETER RESET.
11. Disconnect the scan tool.
12. Place the ignition key in the OFF position.
13. Place the ignition key in the RUN position.
14. Remove the ignition key.

Item 4: PCM and Bracket Removal Note

1. Remove the PCM and bracket as an assembly through the glove compartment opening.

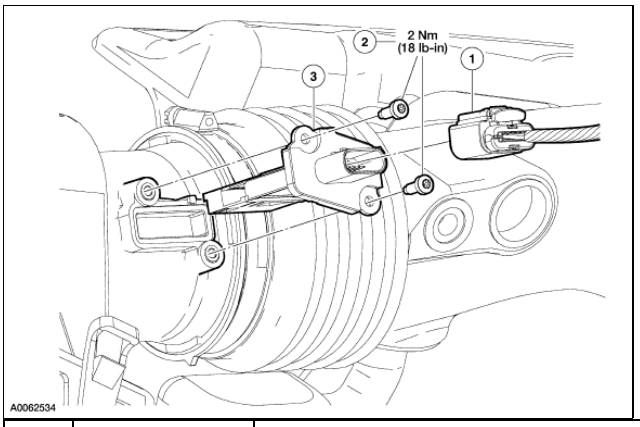
Item 4: PCM and Bracket Installation Note

1. Install the PCM and bracket as an assembly through the glove compartment opening.

Mass Air Flow (MAF) Sensor

Printable View (90 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	12B637	Mass air flow (MAF) sensor electrical connector
2		MAF sensor bolts
3	12B605	MAF sensor

Heated Oxygen Sensor (HO2S) and Catalyst Monitor Sensor

Printable View (86 KB)

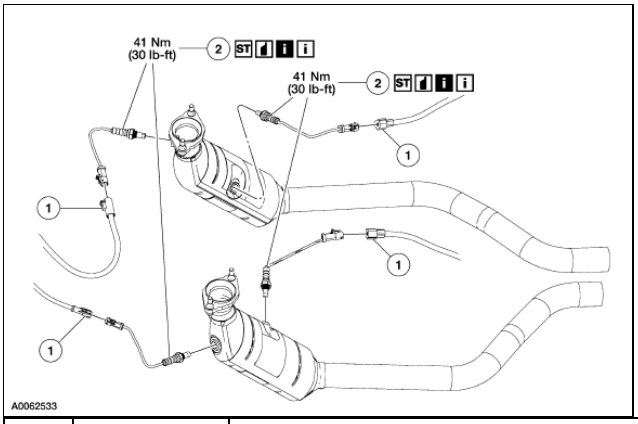
Special Tool(s)

ST1448-A	Socket, Exhaust Gas Oxygen Sensor 303-476 (T94P-9472-A)

Material

Item	Specification
Nickel Anti-Seize Lubricant XL-2 (in Canada CXG-2) or equivalent	ESE-M12A4-A

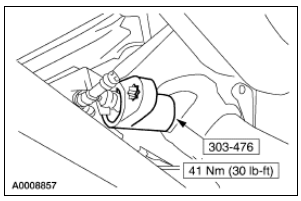
1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	14A464	Heated oxygen sensor (HO2S) and catalyst monitor sensor electrical connectors
2	9G472	HO2S and catalyst monitor sensors Removal Note
2	9G472	HO2S and catalyst monitor sensors Installation Note

Item 2: HO2S and Catalyst Monitor Sensors Removal Note

1. Using the special tool, remove the HO2S and the catalyst monitor sensors.



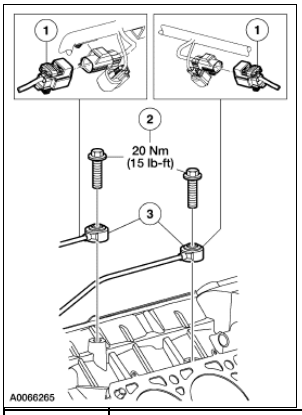
Item 2: HO2S and Catalyst Monitor Sensors Installation Note

1. **NOTE:** Apply a light coat of anti-seize lubricant to the threads of the HO2S and the catalyst monitor sensors.

   Using the special tool, install the HO2S and the catalyst monitor sensors.

Knock Sensor (KS) Printable View (46 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the intake manifold. For additional information, refer to Section 303-01B .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.

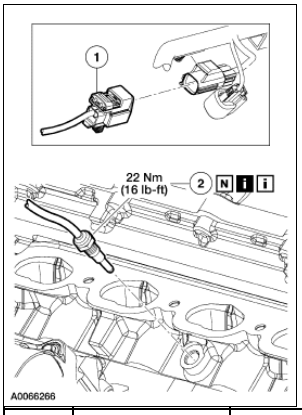


Item	Part Number	Description
1	14A464	Knock sensor (KS) electrical connector
2	W500310	KS bolts
3	12A699	KS

Cylinder Head Temperature (CHT) Sensor

Printable View (62 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the intake manifold. For additional information, refer to Section 303-01B .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1		Cylinder head temperature (CHT) sensor electrical connector (part of 6G004)
2	6G004	CHT sensor Removal Note
2	6G004	CHT sensor Installation Note

Item 2: CHT Sensor Removal Note

1. The tip of the CHT contacts the cylinder head at the bottom of the hole. When removed, it will be slightly crushed. This is a normal condition.

Item 2: CHT Sensor Installation Note

1. The CHT sensor is not to be reused. Always install a new sensor.

Fuel Pressure Sensor

Printable View (101 KB)

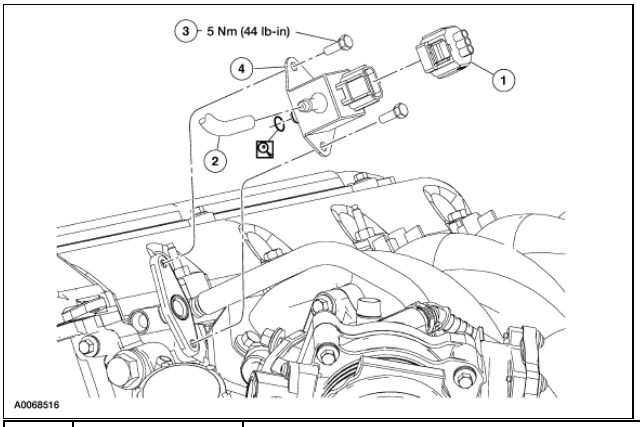
⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related components. Highly flammable mixtures are always present and can be ignited, resulting in possible personal injury.

⚠ WARNING: Fuel in the fuel system remains under high pressure even when the engine is not running. Before working on or disconnecting any of the fuel lines or fuel system components, the fuel system pressure must be relieved. Failure to do so can result in personal injury.

1. Remove the engine appearance cover.

2. Remove the components in the order indicated in the following illustration and table.

3. To install, reverse the removal procedure.



Item	Part Number	Description
1		Fuel pressure sensor electrical connector (part of 12B637)
2	9E499	Fuel pressure sensor vacuum hose
3		Fuel pressure sensor bolts (2 req'd)
4	9F972	Fuel pressure sensor

Suspension System Component Location Index

Printable View (226 KB)

Front Suspension Components

Rear Suspension Components

Printable View (15 KB)

General Specifications

Item	Specification
Motorcraft High Temperature Nickel Anti-Seize Lubricant XL2 (in Canada CXG-2-B)	ESE-M12A4-A
Penetrating and Lock Lubricant XL1 (in Canada CXC-51-A)	ESR-M99C56-A

Alignment Specifications

Item	LH	RH	Split
Front			
Caster	8.10° ± 0.50°	8.10° ± 0.50°	0° ± 0.70°
Camber	-0.15° ± 0.50°	-0.15° ± 0.50°	0° ± 0.70°
Toe @ curb ride height (positive value is toe-in, negative value is toe-out)	+ 0.08°	+ 0.08°	+0.16° ± 0.25°
Rear			
Camber	-1.0° ± 0.75°	-1.0° ± 0.75°	0° ± 0.75°
Toe @ curb ride height (positive value is toe-in, negative value is toe-out)	0.12° ± 0.25°	0.12° ± 0.25°	0.24° ± 0.25°

General Specifications

Item	Specification
Ride Height	
Front	35 mm (1.37 in) ± 8 mm (0.32 in)
Rear	18.5 mm (0.72 in) ± 8 mm (0.32 in)
Cleaners Wheel	
Custom Bright Metal Cleaner 8A-19522-A	ESR-M5B194-B
Tire balance weight	
Maximum balance weight (total of inner and outer wheel flange)	140 g (5.0 oz) per wheel 70 g (2.5 oz) per flange
Tire Inflation	
Tires	See safety certification sticker located on driver door jamb.

Torque Specifications

Description	Nm	lb-ft	lb-in

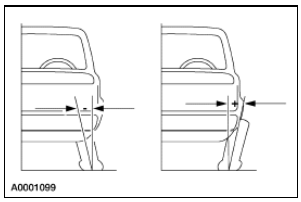
Wheel nuts	135	100	
Front Suspension			
Suspension upper arm-to-body nuts	48	35	
Suspension upper arm-to-knuckle nut	90	66	
Suspension lower arm-to-frame nuts	175	129	
Suspension lower arm-to-knuckle nut	200	148	
Stabilizer bar bracket bolts	55	41	
Stabilizer bar link nuts	55	41	
Tie-rod end-to-knuckle nut	80	59	
Hub and bearing-to-knuckle bolts	90	66	
Shock and spring assembly-to-lower control arm bolts and nuts	175	129	
Shock and spring assembly-to-body nuts	28	21	
Upper shock rod-to-upper mount nut	50	37	
Heater water valve bracket	5		44
Engine control wiring bracket	5		44
Power steering gear nuts and bolts	103	76	
Tie rod jam nut	55	41	
Rear Suspension			
Subframe-to-body bolts	103	76	
Upper arm and bushing-to-subframe pivot bolt nuts	90	66	
Upper ball joint nut	90	66	
Lower arm and bushing-to-subframe pivot bolt and nut	150	111	
Lower arm and bushing-to-knuckle pivot bolt nut	150	111	
Toe link nut (outer)	55	41	
Toe link nut (inner)	70	52	
Stabilizer bar link nuts	48	35	
Stabilizer bar bracket bolts	55	41	
Anti-lock brake sensor bolt	10		89
Shock absorber and spring assembly-to-lower arm and bushing bolt	133	98	
Upper shock absorber rod-to-upper shock absorber mount nut	50	37	
Upper shock absorber mount-to-body nuts	28	21	
Axle shaft retaining nut	410	302	
Toe link jam nut	55	41	

Suspension System Printable View (105 KB)

Camber, caster and toe are adjustable on the front suspension system. Only the toe is adjustable on the rear suspension system. Camber and caster are adjusted by means of eccentric cams on the lower control arm mounting bolts. The front toe is adjusted by use of the front wheel spindle tie rod. The rear toe is adjusted by the use of toe link assemblies connecting the knuckles to the rear sub-frame.

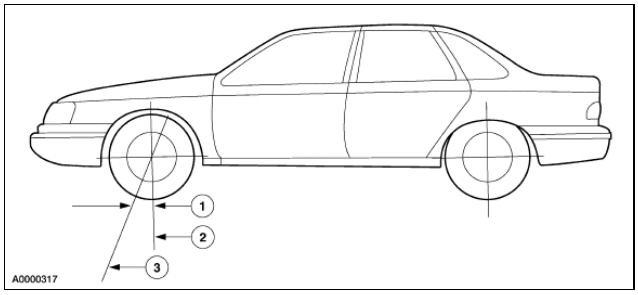
Camber

Negative and Positive Camber



Camber is the vertical tilt of the wheel when viewed from the front. Camber can be positive or negative and has a direct effect on tire wear.

Caster

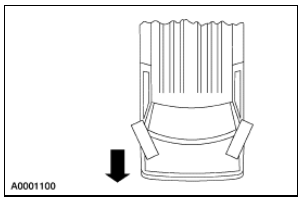


Item	Description
1	Positive caster
2	True vertical
3	Steering axis

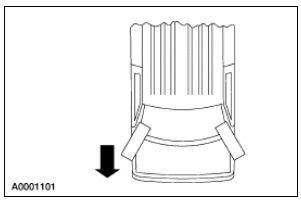
Caster is the deviation from vertical of an imaginary line drawn through the ball joints when viewed from the side. The caster specifications in this section will give the vehicle the best directional stability characteristics when loaded and driven. The caster setting is not related to tire wear.

Toe

Positive Toe (Toe-In)



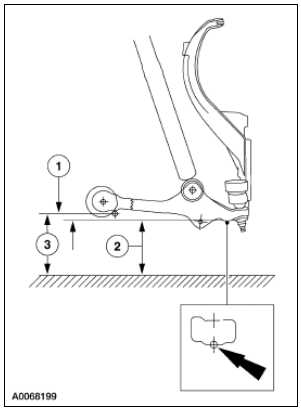
Negative Toe (Toe-Out)



The vehicle toe setting affects tire wear and directional stability.

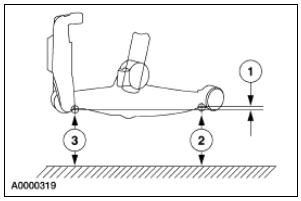
Ride Height

Front Ride Height Measurement



Item	Description
1	Ride height = B-A
2	Measurement A
3	Measurement B

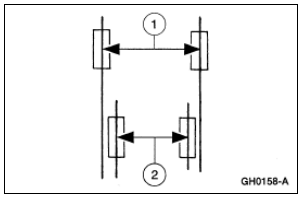
Rear Ride Height Measurement



Item	Description

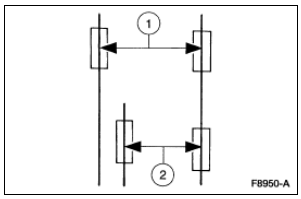
1	Ride height = A-B
2	Measurement A
3	Measurement B

Wheel Track



Item	Part Number	Description
1		Front track
2		Rear track

Dogtracking



Item	Part Number	Description
1		Front track
2		Rear track dogtracking

Dogtracking is the condition in which the independent rear suspension (IRS) system is not square to the chassis. Heavily crowned roads can give the illusion of dogtracking.

Wander

Wander is the tendency of the vehicle to require frequent, random left and right steering wheel corrections to maintain a straight path down a level road.

Shimmy

Shimmy, as observed by the driver, is large, consistent, rotational oscillations of the steering wheel resulting from large, side-to-side (lateral) tire/wheel movements.

Shimmy is usually experienced near 64 km/h (40 mph), and can begin or be amplified when the tire contacts pot holes or irregularities in the road surface.

Nibble

Sometimes confused with shimmy, nibble is a condition resulting from tire interaction with various road surfaces and observed by the driver as small rotational oscillations of the steering wheel.

Poor Returnability/Sticky Steering

Poor returnability and sticky steering is used to describe the poor return of the steering wheel to center after a turn or the steering correction is completed.

Drift/Pull

Pull is a tugging sensation, felt by the hands on the steering wheel, that must be overcome to keep the vehicle going straight.

Drift describes what a vehicle with this condition does with hands off the steering wheel.

- A vehicle-related drift/pull, on a flat road, will cause a consistent deviation from the straight-ahead path and require constant steering input in the opposite direction to counteract the effect.
- Drift/pull may be induced by conditions external to the vehicle (i.e., wind, road camber).

Poor Groove Feel

Poor groove feel is characterized by little or no buildup of turning effort felt in the steering wheel as the wheel is rocked slowly left and right within very small turns around center or straight-ahead (under 20 degrees of steering wheel turn). Efforts may be said to be "flat on center."

- Under 20 degrees of turn, most of the turning effort that builds up comes from the mesh of gear teeth in the steering gear. In this range, the steering wheel is not yet turned enough to feel the effort from the self-aligning forces at the road wheel or tire patch.
- In the diagnosis of a roadability problem, it is important to understand the difference between wander and poor groove feel.

Wheels And Tires Printable View (19 KB)

Inspection and Verification

⚠ WARNING: A vehicle equipped with a Traction-Lok® differential will always have both wheels driving. If, while the vehicle is being serviced, only one wheel is raised off the ground and the rear axle is driven by the engine, the wheel on the ground could drive the vehicle off the stand or jack. Be sure both rear wheels are off the ground.

⚠ WARNING: Do not balance the wheels and tires while they are mounted on the vehicle. Possible tire disintegration or differential failure could result, causing personal injury and extensive component damage. Use off-vehicle wheel and tire balancer only.

Be sure to follow the warnings when carrying out the inspection and verification.

Road Test

Verify the customer concern by carrying out a road test on a smooth road. If any vibrations are apparent, go to Section 100-04 .

To maximize tire performance, inspect for signs of incorrect inflation and uneven wear, which may indicate a need for balancing, rotation, or front suspension alignment.

Correct tire pressure and driving techniques have an important influence on tire life. Heavy cornering, excessively rapid acceleration and unnecessary sharp braking increases tire wear.

Replacement tires must follow the recommended:

- tire sizes.
- speed rating.
- load range.
- tire construction type.

Use of any other tire size or type can seriously affect:

- ride.
- handling.
- speedometer/odometer calibration.
- vehicle ground clearance.
- tire clearance between the body and chassis.
- wheel bearing life.
- brake cooling.

New wheels need to be installed when the vehicle's wheels:

- are bent.
- are cracked.
- are dented.
- are heavily corroded.

- are leaking.
- have elongated wheel hub bolt holes.
- have excessive lateral or radial runout.

It is mandatory to use only the tire sizes recommended on the tire chart attached to the vehicle. Larger or smaller tires can damage the vehicle, affect durability, and require changing the speedometer calibration. Make sure wheel size and offsets match those recommended for the tire in use.

1. Inspect for signs of uneven wear that may indicate a need for balancing, rotation or front suspension alignment, a damaged tie-rod, or damaged steering components.

2. Check tires for:
    - cuts.
    - stone bruises.
    - abrasions
    - blisters.
    - embedded objects.

3. Tread wear indicators are molded into the bottom of the tread grooves. Install a new tire when the indicator bands become visible.

Symptom Chart

Symptom Chart

Suspension System Printable View (62 KB)

Inspection and Verification

1. Road test.
   - Verify the customer's concern by carrying out a road test on a smooth road. If any vibrations are apparent, refer to Section 100-04 .

2. Inspect tires.
   - Check the tire pressure with all normal loads in the vehicle and the tires cold. Refer to the vehicle certification (VC) label.
   - Verify that all tires are sized to specification. Refer to Specifications in this section.
   - Inspect the tires for incorrect wear and damage. Install new tires as necessary.

3. Inspect chassis and underbody.
   - Remove any excessive accumulation of mud, dirt or road deposits from the chassis and underbody.

4. Inspect for aftermarket equipment.
   - Check for aftermarket changes to the steering, suspension, wheel and tire components (such as competition, heavy duty, etc.) The specifications shown in this manual do not apply to vehicles equipped with aftermarket equipment.

Visual Inspection Chart

Mechanical
• Front wheel bearing(s) • Loose or damaged front or rear suspension components • Loose, damaged or missing suspension fastener(s) • Incorrect spring usage • Damaged or sagging spring(s) • Damaged or leaking shock absorber(s) • Worn or damaged suspension bushing(s) • Loose, worn or damaged steering system components • Damaged axle components

5. If an obvious cause for an observed or reported condition is found, correct the cause (if possible) before proceeding to the next step.

6. If the fault is not visually evident, determine the symptom. GO to Symptom Chart .

Symptom Chart

Symptom Chart

Component Tests

Wheel Bearing Inspection

1. Raise the vehicle until the tires are off of the ground. For additional information, refer to Section 100-00 .

2. **NOTE:** Make sure the wheel rotates freely and the brake pads are retracted sufficiently to allow movement of the wheel and tire assembly.

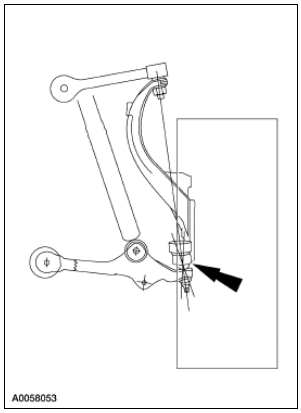
   Grasp the tire at the top and bottom and move the wheel inward and outward while lifting the weight of the tire from the front wheel bearings. If movement exists, a new bearing must be installed. For additional information, refer to Wheel Bearing, Hub, Knuckle, Upper Arm and Lower Arm - Front or Wheel Bearing, Hub, Knuckle, Upper Arm and Lower Arm - Rear in this section.

Ball Joint Inspection

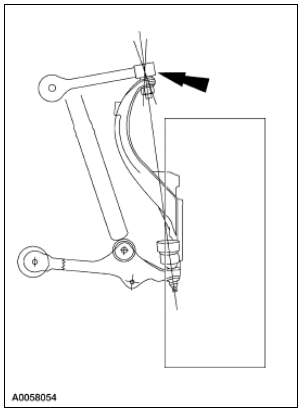
NOTE: The front suspension is shown in the following procedures. The inspection of the rear suspension upper ball joint is similar.

1. Raise and support the vehicle. For additional information, refer to Section 100-00 .

2. Prior to performing any inspection of the ball joints, inspect the front wheel bearings for looseness.



3. While an assistant pulls and pushes the top and bottom of the tire, observe the relative movement between the ball joint and the front suspension lower arm. Any movement indicates a worn or damaged ball joint. Install a new wheel knuckle as necessary. For additional information, refer to Wheel Bearing, Hub, Knuckle, Upper Arm and Lower Arm - Front in this section.



4. While an assistant pulls and pushes the top and bottom of the tire, observe the relative movement between the ball joint and the front suspension upper arm or rear suspension upper arm. Any movement indicates a worn or damaged ball joint. Install a new front suspension upper arm or rear suspension upper arm as necessary. For additional information, refer to Wheel Bearing, Hub, Knuckle, Upper Arm and Lower Arm - Front or Wheel Bearing, Hub, Knuckle, Upper Arm and Lower Arm - Rear in this section.

Wheel Alignment Printable View (419 KB)

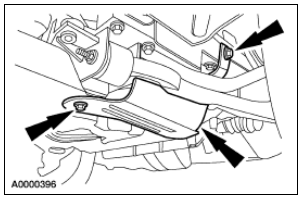
Front Camber and Caster Adjustment

NOTE: If the vehicle is equipped with hex head bolts in the lower control arm, new cam bolts and lock nuts must be installed before adjusting the cast and camber.

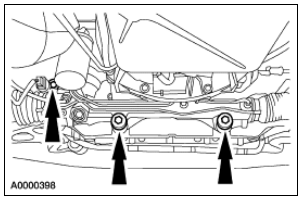
NOTE: The camber and caster adjustment for the LH side is shown. The procedure for adjusting the RH side is similar.

Vehicles without camber and caster adjustment cam bolts

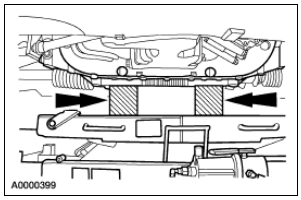
1. Remove two bolts, one pushpin and the splash shield.



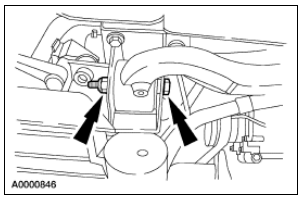
2. Remove and discard the three lock nuts and bolts.



3. Raise and support the front end and the No. 2 crossmember.
   - Position two 4 in. x 4 in. pieces of wood between the No. 2 crossmember and the lifting device.

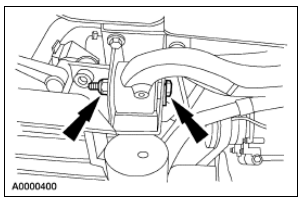


4. Remove and discard the front nut and bolt.



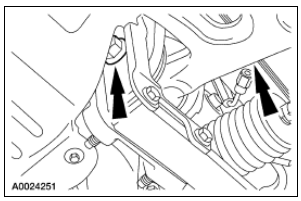
5. Loosely, install the caster adjustment cam bolt and a new lock nut.
   - The bolt must be installed from the rear as shown.
   - Install the bolt with the cam lobe down.

- The cam must be seated between the cam guides on the No. 1 crossmember.

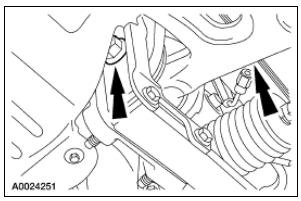


6. Position the steering gear aside.

7. Remove and discard the rear nut and bolt.

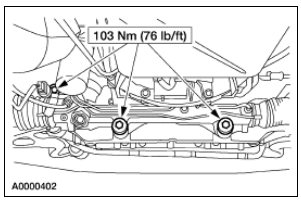


8. Loosely, install the camber adjustment cam bolt, a new lock nut and the I-brace bracket (if equipped).
   - The bolt must be installed from the rear as shown.
   - Install the bolt with the cam lobe down.
   - The cam must be seated in the groove in the No. 2 crossmember.



9. Lower the front end.

10. Install the steering gear, three bolts and new lock nuts.

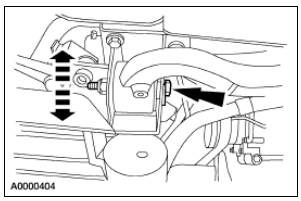


All vehicles

11. Measure the wheel alignment values.

Vehicles requiring caster adjustment

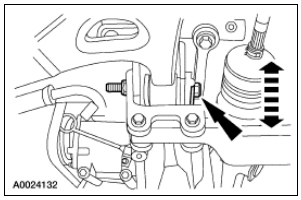
12. Rotate the caster adjustment cam bolt (front) to adjust the caster.



13. Recheck the alignment settings. Readjust as necessary.

Vehicles requiring camber adjustment

14. Rotate the camber adjustment cam bolt (rear) to adjust the camber.

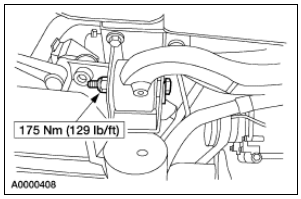


15. Repeat the above camber adjustment steps until the correct camber measurements are achieved.

All vehicles

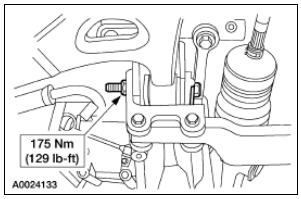
16. **⚠ CAUTION: Do not tighten until the weight if the vehicle is resting on the wheel and tire assemblies.**

    Tighten the nut.

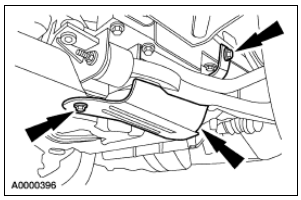


17. **⚠ CAUTION: Do not tighten until the weight if the vehicle is resting on the wheel and tire assemblies.**

    Tighten the nut.



18. Install the splash shield, one pushpin, and two bolts.



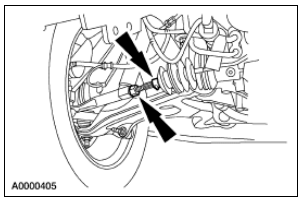
19. Check and, if necessary, adjust the front toe.

Front Toe Adjustment

1. Start the engine and center the steering wheel.

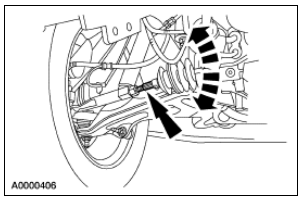
2. Turn the engine off, and hold the steering wheel in the "straight forward" position using a suitable holding device.

3. Loosen the nuts and remove the clamps.

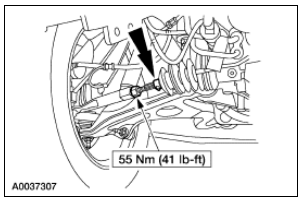


4. **NOTE:** Do not allow the steering gear bellows to twist when the front wheel spindle tie-rod is rotated.

   Rotate the front wheel spindle tie-rods.



5. Tighten the nuts. Install the clamps.



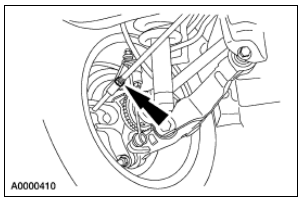
6. Start the engine and recenter the steering wheel.
   - Recheck the toe settings and adjust if necessary.

Rear Toe Adjustment

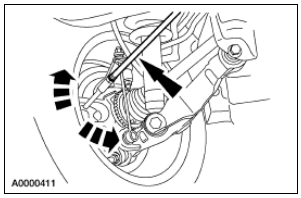
1. Start the engine and center the steering wheel.

2. Turn the engine off, and hold the steering wheel in the "straight forward" position using a suitable holding device.

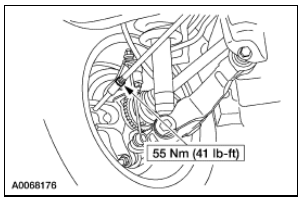
3. Loosen the nut.
   - Clean the nut and toe link threads.



4. Rotate the toe link to adjust the toe.



5. Tighten the nut.



6. Recheck the toe settings and adjust if necessary.

Wheel and Tire Front Printable View (131 KB)

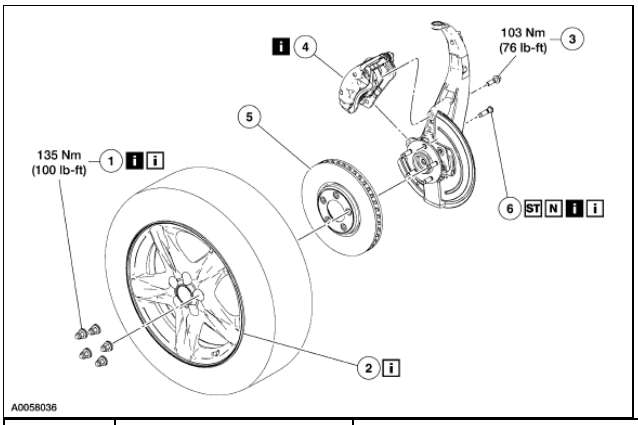
Special Tool(s)

ST1494-A	C-Frame and Screw 211-023 (T74P-3044-A1)

1. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Wheel and tire assembly	1-2
Wheel stud	1-6

2. To install, reverse the removal procedure.



Item	Part Number	Description
1	1012	Wheel nuts Removal Note
1	1012	Wheel nuts Installation Note
2	1007	Wheel and tire assembly Installation Note
3	W705593-S426	Brake caliper anchor plate bolts
4		Brake caliper, pads and anchor plate Removal Note
5	1125	Brake disc
6	1107	Wheel stud Removal Note
6	1107	Wheel stud Installation Note

Item 1: Wheel Nuts Removal Note

1. ⚠ **CAUTION: Do not use heat to loosen a seized wheel nut or damage to the wheel and wheel bearing can occur.**

   With the weight of the vehicle on the wheels, loosen the wheel nuts.

2. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

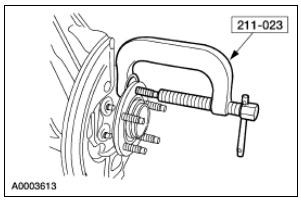
Item 4: Brake Caliper, Pads and Anchor Plate Removal Note

1. ⚠ **CAUTION: Do not allow the brake caliper to hang from the hose or damage to the hose may result.**

   Position the caliper, pads and anchor plate aside.

Item 6: Wheel Stud Removal Note

1. Using the special tool, remove the wheel stud.



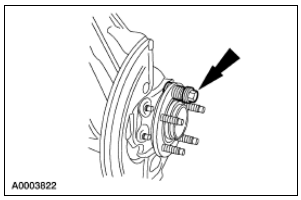
Item 6: Wheel Stud Installation Note

1. ⚠ **CAUTION: Do not use power tools to install the wheel stud. The serrations on the stud can be stripped.**

   NOTE: Do not use the wheel nut that came with the vehicle.

   Install washers and a new wheel nut on the wheel stud and tighten the nut until the stud seats against the flange.

   - Discard the wheel nut and washers.



Item 2: Wheel and Tire Installation Note

1. ⚠ **WARNING: When installing a wheel and tire, make sure to remove any corrosion, dirt or foreign material present on the mounting surfaces of the wheel and brake disc. Installing a wheel without correct metal-to-metal contact at the mounting surfaces can cause the wheel nuts to loosen and the wheel to come off while the vehicle is in motion, causing loss of control.**

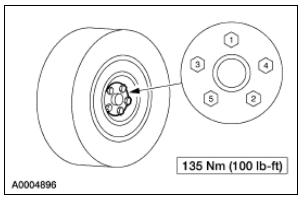
   Clean the wheel mounting surfaces.

Item 1: Wheel Nuts Installation Note

1. **⚠ WARNING: Retighten at 800 km (500 miles) after any wheel change or any time the wheel nuts are loosened. Failure to retighten the wheel nuts at the mileage specified could allow the wheels to come off while the vehicle is in motion, possibly causing loss of control.**

   ⚠ CAUTION: Failure to tighten the wheel nuts in a star pattern can result in high brake disc runout, which will speed up the development of brake roughness, shudder and vibration.

   Tighten the wheel nuts.



Wheel Bearing, Hub, Knuckle, Upper Arm and Lower Arm Front

Printable View (221 KB)

Material

Item	Specification
High Temperature Nickel Anti-Seize Lubricant XL-2	ESE-M12A4-A

NOTE: Use the hex holding feature to prevent the stud from turning while removing the nut from ball joints and stabilizer bar links.

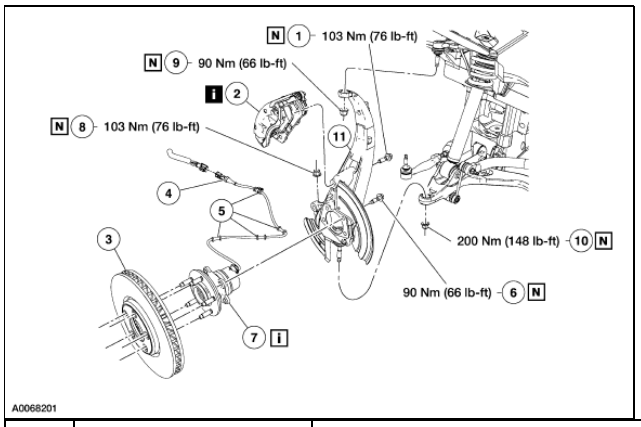
1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

2. If removing an upper arm, remove the shock absorber and spring assembly. For additional information, refer to Shock Absorber and Spring Assembly Front in this section.

3. To remove individual suspension components, only carry out the listed steps.

Component	Steps
Wheel bearing and hub assembly	1-7
Wheel knuckle	1-11
Upper arm	12-14
Lower arm	19-22

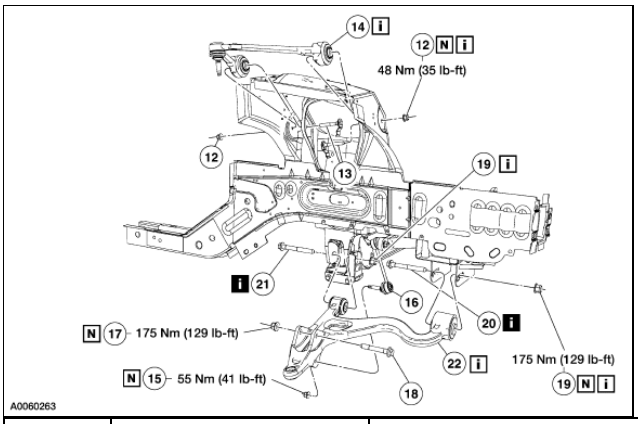
4. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W705593-S426	Anchor plate bolt (2 required)
2		Brake caliper, pads and anchor plate Removal Note
3	1125	Brake disc
4		

		Speed sensor electrical connector (part of 2C204) (disconnect)
5		Speed sensor harness retainers (part of 2C204) (detach)
6	W705539-S426	Wheel hub-to-wheel knuckle bolt (4 required)
7	1104	Wheel bearing and hub assembly Installation Note
8	W520214-S60	Tie-rod end-to-wheel knuckle nut
9	N807144-S60	Upper ball joint-to-wheel knuckle nut
10	W708553-S901	Lower ball joint-to-wheel knuckle nut
11	3K185/3K186 (3.0L)	Wheel knuckle RH/LH

5. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
12	W520213-S427	Upper arm-to-body nuts (2 req'd) Installation Note
13	3C203	Upper arm-to-body bolts (2 req'd)
14	3084/3085	Upper arm RH/LH Installation Note
15	W520213-S427	Stabilizer bar link-to-lower arm nut
16	5K484	Stabilizer bar link (detach only)
17	W520215-S427	Shock absorber-to-lower arm nut
18	W705552-S426	Shock absorber-to-lower arm bolt
19	W705518-S427	Lower arm-to-frame nuts (2 req'd) Installation Note
20	3B236	Lower arm-to-frame bolt Removal Note
21	3B236	Lower arm-to-frame bolt Removal Note
22	3078/3079 (3.0L)	Lower arm RH/LH Installation Note

6. To install, reverse the removal procedure.

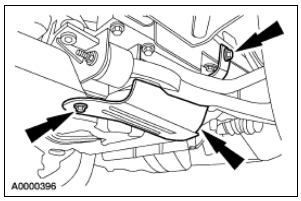
Item 2: Brake Caliper, Pads, and Anchor Plate Removal Note

1. ⚠ **CAUTION: Do not allow the brake caliper to hang from the hose or damage to the hose can occur.**

   Position the caliper, pads and anchor plate aside.

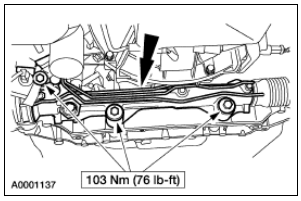
Item 20: Lower Arm-to-Frame Bolt Removal Note

1. Remove the screws, pushpins and shield to gain access to the bolt.



Item 21: Lower Arm-to-Frame Bolt Removal Note

1. Remove the nuts and bolts, position the steering gear aside, and then remove the lower arm bolt.



Item 22: Lower Arm RH/LH Installation Note

1. Check and, if necessary, align the front end. For additional information, refer to Wheel Alignment in this section.

Item 19: Lower Arm-to-Frame Nuts Installation Note

1. Do not tighten until the installation procedure is complete and the weight of the vehicle is resting on the wheel and tire assemblies.

Item 14: Upper Arm RH/LH Installation Note

1. Check and, if necessary, align the front end. For additional information, refer to Wheel Alignment in this section.

Item 12: Upper Arm-to-Body Nuts Installation Note

1. Do not tighten until the installation procedure is complete and the weight of the vehicle is resting on the wheel and tire assemblies.

Item 7: Wheel Bearing and Hub Assembly Installation Note

1. Apply a light coat of lubricant to the bearing/knuckle mating surfaces.

Shock Absorber and Spring Assembly Front

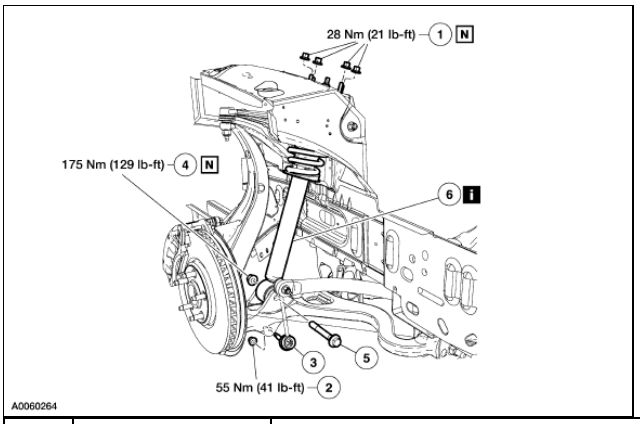
Printable View (84 KB)

NOTE: Use the hex holding feature to prevent the stud from turning while removing or installing the stabilizer bar link nut.

1. With the vehicle in NEUTRAL, position on a hoist. For additional information refer to Section 100-00 .

2. Remove the components in the order indicated in the following illustration and table.

3. To install, reverse the removal procedure.



Item	Part Number	Description
1	W704790-S427	Shock absorber upper mount-to-body nuts
2	W520213-S426	Stabilizer bar link-to-lower arm nut (part of 5K483)
3	5K483	Stabilizer bar link (detach only)
4	W520215-S427	Shock absorber-to-lower arm nut
5	W705552-S426	Shock absorber-to-lower arm bolt
6		Shock absorber and spring assembly Removal Note

Item 6: Shock Absorber and Spring Assembly Removal Note

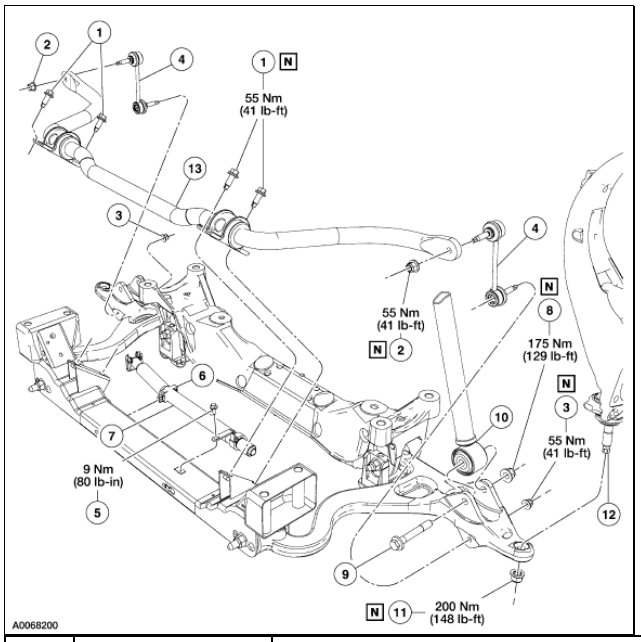
1. For additional information on the disassembly and assembly, of the shock absorber and spring assembly, refer to Shock Absorber and Spring Assembly in this section.

Stabilizer Bar and Link Front Printable View (144 KB)

⚠ CAUTION: Make sure that the stabilizer bar and brackets do not make contact with the radiator or damage to the radiator can occur.

NOTE: Use the hex holding feature to prevent the studs from turning while removing or installing the stabilizer bar link nuts.

1. Remove the engine cooling fan. For additional information, refer to Section 303-03 .
2. With the vehicle in NEUTRAL, position on a hoist.
3. Remove the front and left side deflector shields.
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	W705551-S426	Stabilizer bar bracket-to-crossmember bolts
2	N807144-S436	Stabilizer bar link-to-stabilizer bar nuts
3	5K483	Stabilizer bar link-to-lower arm nuts
4	W707472-S426	Stabilizer bar links
5	W705968-S426	Air conditioning line bracket-to-crossmember bolt
6	19D850	Air conditioning line retainer
7	19B632	Air conditioning line
8	W520215-S427	Shock absorber-to-lower arm nut
9	W705552-S426	Shock absorber-to-lower arm bolt
10	18124	LH shock absorber (detach only)

11	W708553-S901	LH lower ball joint-to-lower arm nut
12		LH lower ball joint (part of 3K185) (detach only)
13	5482	Stabilizer bar, bushing and bracket assembly

Wheel and Tire Rear Printable View (166 KB)

Special Tool(s)

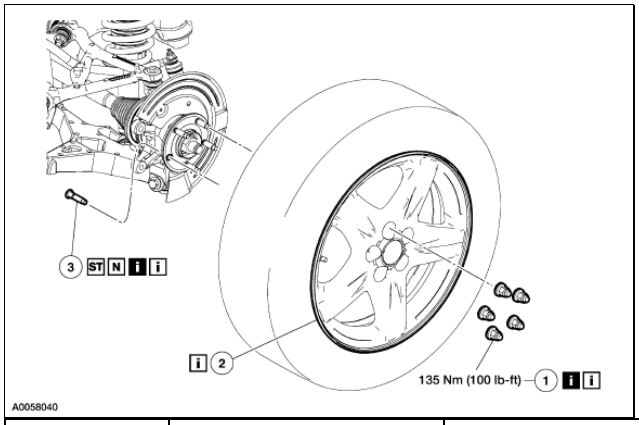
ST1494-A	C-Frame and Screw 211-023 (T74P-3044-A1)

1. If installing a new wheel stud, remove the rear brake disc. For additional information, refer to Section 206-00 .

2. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Wheel and tire assembly	1,2
Wheel stud	1-3

3. To install, reverse the removal procedure.



Item	Part Number	Description
1	1012	Wheel nuts Removal Note
1	1012	Wheel nuts Installation Note
2	1007	Wheel and tire assembly Installation Note
3	1107	Wheel stud Removal Note
3	1107	Wheel stud Installation Note

Item 1: Wheel Nuts Removal Note

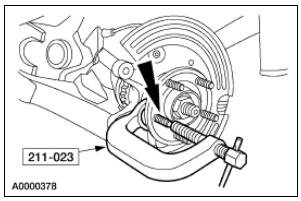
1. ⚠ **CAUTION: Do not use heat to loosen a seized wheel nut or damage to the wheel and wheel bearing can occur.**

   With the weight of the vehicle on the wheels, loosen the wheel nuts.

2. With vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

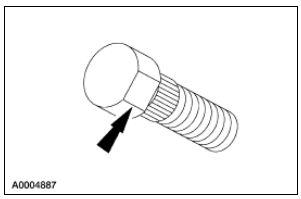
Item 3: Wheel Stud Removal Note

1. Using the special tool, separate the wheel stud from the wheel hub flange.



Item 3: Wheel Stud Installation Note

1. If necessary, grind the head of the new wheel stud to a "D" shape to ease installation.

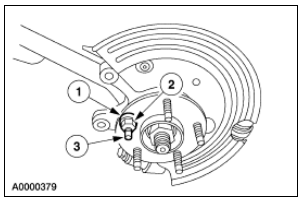


2. ⚠ **CAUTION: Do not use power tools to install the wheel stud. The serrations on the stud can be stripped.**

   NOTE: Do not use the wheel nut that came with the vehicle.

   Install the wheel stud.

   1. Place four flat washers on the wheel stud.
   2. Thread a wheel nut onto the wheel stud with the flat side against the washers.
   3. Tighten the wheel nut until the wheel stud seats against the flange.
      - ♦ Discard the nut and washers.



Item 2: Wheel and Tire Assembly Installation Note

1. ⚠ **WARNING: When installing a wheel and tire, make sure to remove any corrosion, dirt or foreign material present on the mounting surfaces of the wheel and brake disc. Installing a wheel without correct metal-to-metal contact at the mounting surfaces can cause the wheel nuts to loosen and the wheel to come off while the vehicle is in motion, causing loss of control.**

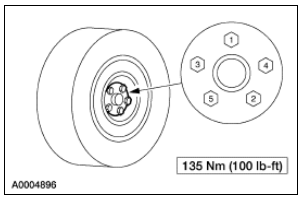
   Clean the wheel mounting surfaces.

Item 1: Wheel Nuts Installation Note

1. **⚠ WARNING: Retighten at 800 km (500 miles) after any wheel change or any time the wheel nuts are loosened. Failure to retighten the wheel nuts at the mileage specified could allow the wheels to come off while the vehicle is in motion, possibly causing loss of control.**

   ⚠ CAUTION: Failure to tighten the wheel nuts in a star pattern can result in high brake disc runout, which will speed up the development of brake roughness, shudder and vibration.

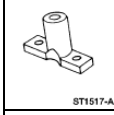
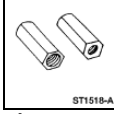
   Tighten the wheel nuts.



Wheel Bearing, Hub, Knuckle, Upper Arm and Lower Arm Rear

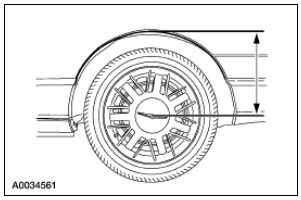
Printable View (256 KB)

Special Tool(s)

ST1516-A	Remover/Installer, Front Wheel Hub 204-069 (T81P-1104-C)
 ST1517-A	Adapter, Wheel Hub 205-237 (T86P-1104-A1)
 ST1518-A	Remover, Wheel Stud (Metric) 204-085 (T83P-1104-BH)

⚠ **CAUTION: Use the hex holding feature to prevent the ball studs from turning when removing the ball stud nuts.**

1. For reference during the installation of an upper or lower arm, measure the distance between the center of the wheel hub and the lip of the fender with the weight of the vehicle resting on the wheel and tire assemblies.



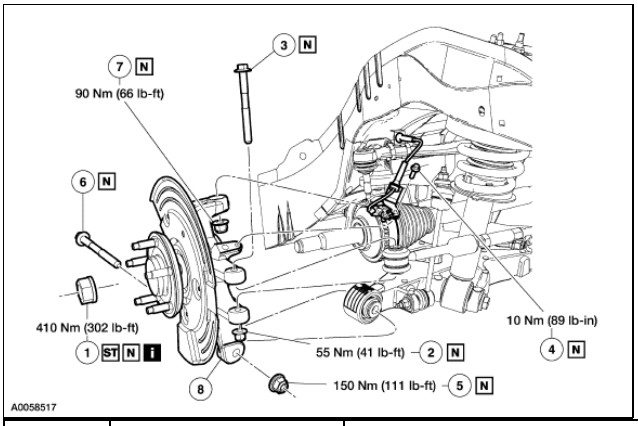
2. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

3. If removing the wheel knuckle or wheel hub and bearing, remove the brake disc. For additional information, refer to Section 206-00 .

4. To remove individual components, only carry out the listed steps.

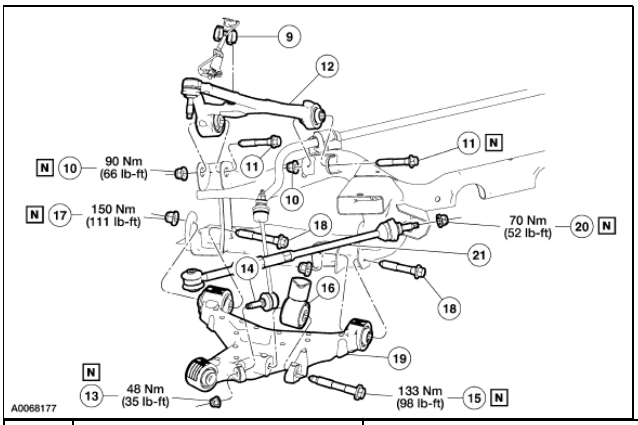
Component	Steps
Wheel knuckle	1-8
Wheel bearing	1-13
Lower arm	5, 6, 18-24
Upper arm	7, 14-17
Toe link	2, 3, 25, 26

5. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	4B477	Axle nut Removal Note
2	W520213-S427	Toe link-to-wheel knuckle nut
3	W705517-S426	Toe link-to-wheel knuckle bolt
4	W500014-S426	Speed sensor-to-wheel knuckle bolt
5	W705518-S427	Lower arm-to-wheel knuckle nut
6	W705516-S426	Lower arm-to-wheel knuckle bolt
7	W520214-S427	Upper ball joint-to-wheel knuckle nut
8	5A968	Wheel knuckle

6. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.

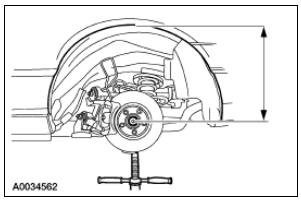


Item	Part Number	Description
9		Speed sensor retainer clip (part of 2C190)
10	W520213-S427	Upper arm-to-frame nuts (2 req'd)
11	W704887-S426	Upper arm-to-frame bolts (2 req'd)
12	5500	Upper arm
13	W520213-S427	Stabilizer bar link-to-lower arm nut
14	5C486	Stabilizer bar link (detach only)
15	W704884-S426	Shock absorber-to-lower arm bolt
16	18125	Shock absorber (detach only)
17	W520215-S427	Lower arm-to-frame nuts (2 req'd)
18		Lower arm-to-frame bolts (2 req'd)

	W704886/ 704888-S426	
19	5A649	Lower arm
20	W520213-S427	Toe link-to-frame nut
21	5B551	Toe link

7. To install, reverse the removal procedure.

8. Before tightening the upper or lower arm-to-frame fasteners, position a jack under the lower arm and raise the vehicle until the distance between the center of the hub and the lip of fender is equal to the measurement taken during the removal procedure.

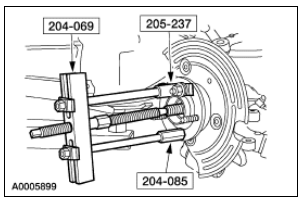


9. Check and, if necessary, align the rear end. For additional information, refer to Wheel Alignment in this section.

Item 1: Axle Nut Removal Note

1. ⚠ **CAUTION: Do not use a hammer to separate the outboard CV joint from the hub. Damage to the threads and internal CV joint components can result.**

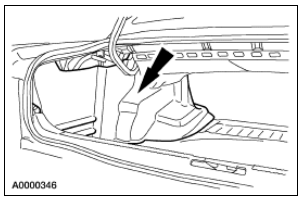
   Using the special tools, press the outboard CV joint until it is loose from the hub.



Shock Absorber and Spring Assembly Rear Printable View (113 KB)

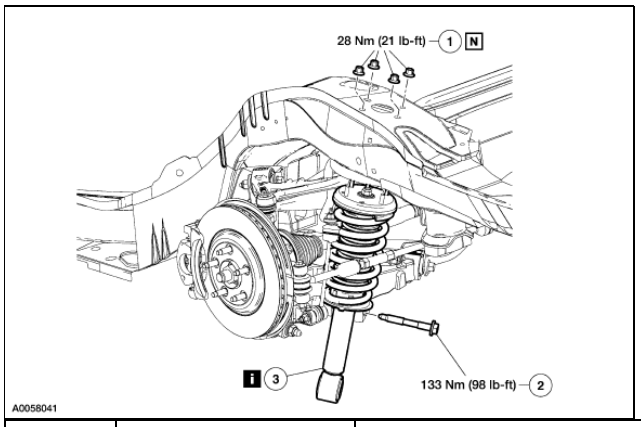
1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

2. Position the luggage compartment trim panel aside.



3. Remove the components in the order indicated in the following illustration and table.

4. To install, reverse the removal procedure.



Item	Part Number	Description
1	W704790-S427	Nuts
2	W704884-S426	Shock absorber-to-lower arm bolt
3		Shock absorber and spring assembly Removal Note

Item 3: Shock Absorber and Spring Assembly Removal Note

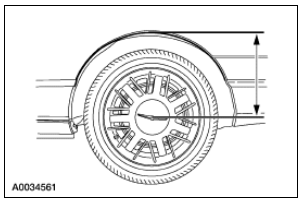
1. For additional information on the disassembly and assembly of the shock absorber and spring assembly refer to Shock Absorber and Spring Assembly in this section.

Stabilizer Bar and Link Rear

Printable View (212 KB)

⚠ CAUTION: Use the hex holding feature to prevent the ball studs from turning when removing the ball stud nuts.

1. For reference during the installation of the upper arm-to-frame fasteners, measure the distance between the center of the wheel hub and the lip of the fender with the weight of the vehicle resting on the wheel and tire assemblies.



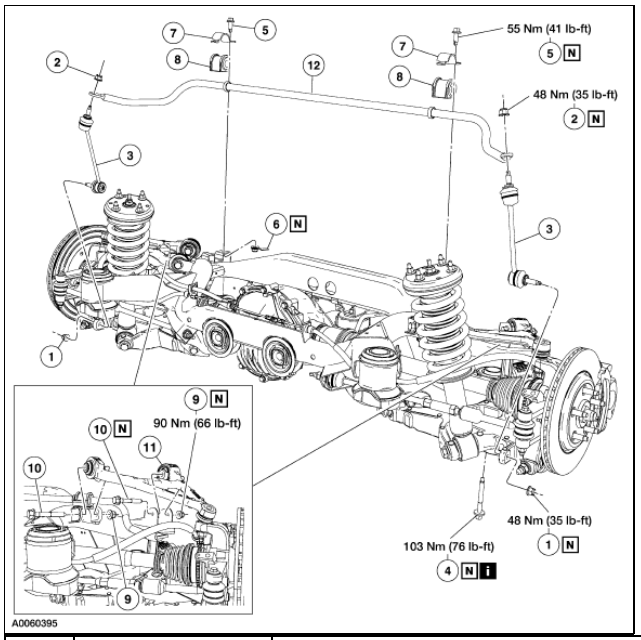
2. With the vehicle in NEUTRAL, position on a hoist.

3. Remove the components in the order indicated in the following illustration and table.

4. To remove individual components, only carry out the listed steps.

Component	Steps
Stabilizer bar links	1-3
Stabilizer bar bushings	4-8
Stabilizer bar	1-13

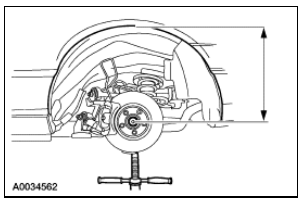
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	W520213-S427	Stabilizer bar link-to-lower arm nuts

2	W520213-S427	Stabilizer bar link-to-stabilizer bar nuts
3	5K486	Stabilizer bar links
4	W707614-S426	Subframe forward bolts (2 req'd) Removal Note
5	W705551-S426	Stabilizer bar brackets-to-subframe bolts
6	W707007-S436	Stabilizer bar brackets-to-subframe flag nuts (2 req'd)
7	5486	Stabilizer bar brackets
8	5493	Stabilizer bar bushings
9	W520213-S427	Upper arm-to-frame nuts (both sides)
10	W704887-S426	Upper arm-to-frame bolts (both sides)
11	5500	Upper arms RH/LH (position aside)
12	5A772	Stabilizer bar

6. Before tightening the upper arm-to-frame fasteners, position a jack under the lower arm and raise the vehicle until the distance between the center of the hub and the lip of fender is equal to the measurement taken during the removal procedure.



Item 4: Subframe Forward Bolts Removal Note

1. Using suitable jack stands, support the subframe.

2. Remove the subframe forward bolts.
    - Lower the front of the subframe approximately 37 mm (1.48 in).

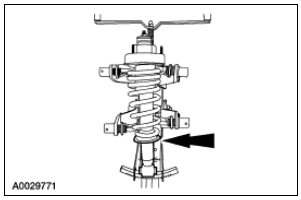
Shock Absorber and Spring Assembly

Printable View (48 KB)

1. Remove the shock absorber and spring assembly. For additional information, refer to Shock Absorber and Spring Assembly - Front or Shock Absorber and Spring Assembly - Rear in this section.

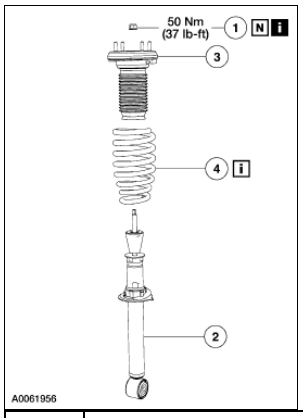
2. For reference during assembly, make an index mark on the mount, spring and shock.

3. Using a suitable spring compressor, compress the spring until the tension is released from the shock absorber.



4. Disassemble the components in the order indicated in the following illustration and table.

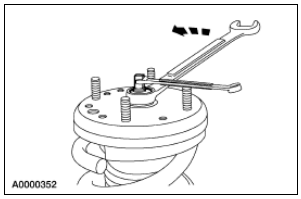
5. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	W704792-S427	Shock absorber-to-upper mount nut Disassembly Note
2	18124/18125 (front/rear)	Shock absorber
3	18183/18178 (front/rear)	Upper shock mount
4	5310/5560 (front/rear)	Coil spring Assembly Note

Item 1: Shock Absorber-to-Upper Mount Nut Disassembly Note

1. While holding the shock absorber rod, remove the nut.



Item 4: Coil Spring Assembly Note

1. If installing a new spring, make sure the part number is correct. Refer to the vehicle certification (VC) label for the correct spring code. Refer to Section 100-00 to convert the spring code to the correct part number.

Driveline System Component Location Index Printable View (104 KB)

Printable View (14 KB)

Driveline Operating Angles

Front Flex Coupler Operating Angle (deg.)	Rear Flex Coupler Operating Angle (deg.)	Center Support U-joint Operating Angle (deg.)
0°-1°	0°-1°	-1/2°-1°

Axle Lubricants and Capacities

Lubricant	Specification	Capacity
Motorcraft FEHP 75W-90 Rear Axle Lubricant	XY-75W90-Q FEHP ES-3W4W- 19A508-AA	1.25 liters (2.6 pints)

General Specifications

Item	Specification
Lubricants and Sealants	
Premium Long-Life Grease XG-1-C	ESA-M1C75-B
Pipe Sealant with Teflon® D8AZ-19554-A	WSK-M2G350-A2
Epoxy Sealer	M-3D35A (E)
Threadlock 262 E2FZ-19554-B	WSK-M2G351-A6
Stud and Bearing Mount E0AZ-19554-BA	WSK-M2G349-A1
Rear Axle	
Backlash between ring gear and pinion teeth	0.127-0.228 mm (0.005-0.009 in)
Ring gear maximum variation between teeth	0.076 mm (0.003 in)
Differential case maximum runout	0.076 mm (0.003 in)
Pinion bearing preload (used pinion bearings)	0.9-1.5 Nm (8-14 lb-in)
Pinion bearing preload (new pinion bearings)	1.8-3.3 Nm (16-29 lb-in)
Handle (adapter)	2.2 Nm (20 lb-in)
Pinion stem maximum radial runout in assembly	0.25 mm (0.010 in)
Maximum carrier spread	0.75 mm (0.030 in)
Available drive pinion bearing adjustment shim in steps of 0.25 mm (0.010 in)	0.254 mm (0.010 in) - 0.965 mm (0.038 in)

Rear Axle Backlash Shim Variation Table

Backlash Change Required		Thickness Change Required	
mm	in	mm	in
0.025	0.001	0.050	0.002
0.050	0.002	0.050	0.002
0.076	0.003	0.101	0.004
0.101	0.004	0.152	0.006
0.127	0.005	0.152	0.006
0.152	0.006	0.203	0.008
0.177	0.007	0.254	0.010
0.203	0.008	0.254	0.010
0.228	0.009	0.304	0.012
0.254	0.010	0.355	0.014
0.279	0.011	0.355	0.014
0.304	0.012	0.406	0.016
0.330	0.013	0.457	0.018
0.335	0.014	0.457	0.018
0.381	0.015	0.508	0.020

Torque Specifications

Description	Nm	lb-ft
Flex coupling bolts	81	60
Center bearing bolts	43	32
Rear axle differential front pinion insulator bolt	70	52
Axle differential rear insulator bolt	103	76
Axle filler plug	34	25
Axle ring gear bolt	120	89
Rear axle bearing cap bolt	105	77
Rear differential housing cover bolt	32	24
Rear axle hub nut retainer	275	203
Rear tow link pinch bolt	80	59
Rear upper ball joint pinch bolt	80	59
Brake caliper guide pin bolt	33	24
Front upper ball joint nut	69	51

Balance Nuts

Kit Part Number	Color	Weight (grams)
XW4Z-4613-AA	Red	1.23
XW4Z-4613-AA	Silver	2.75

XW4Z-4613-AA	Green	5.6
XW4Z-4613-AA	Black	4.0

Driveline System

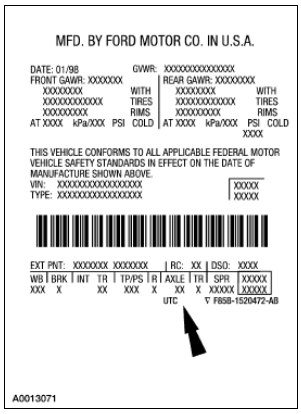
Printable View (46 KB)

The drivetrain's power is generated by the engine and delivered to the transmission. The driveline transfers the engine torque through the driveshaft to the axle.

The driveshaft is connected to the output shaft flange on the transmission and to the axle pinion flange. Flex couplers and alignment bushings are used at the ends of the driveshaft to allow for any angular motion. The two-piece driveshaft has a slip spline, the spline connects the driveshaft halves and is supported by a center bearing. Engine torque enters the axle through the drive pinion, which rotates the ring gear. The ring gear is mounted to the differential case, which contains the gears that transmit power to the axle halfshafts. The differential case is retained by two differential carrier bearings. There is one differential bearing cap while the right carrier bearing is enclosed by the differential housing. A selective snap ring is used instead of shims on the right side of the differential housing. The axle halfshafts rotate the drive wheels.

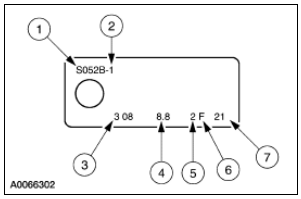
The engine angle is built into the engine mounts. If the flex coupler operating angles are out of specification, the engine mounts must be inspected for damage.

Vehicle Certification (VC) Label Example



The vehicle certification (VC) label is located in the driver door jamb. The first two digits of the axle code indicate the axle and ratio. For additional information on the VC label, refer to Section 100-00 .

A metal axle identification tag is attached to the differential by a housing cover bolt.



Item	Description
1	Plant code
2	Denotes interchangeability affected internally
3	Axle ratio
4	Ring gear diameter (inch)
5	Build year

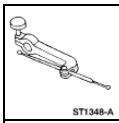
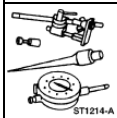
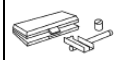
6	Build month
7	Build day

⚠ CAUTION: The axle identification tag is the official service identifier. Do not damage the tag. Always reinstall the tag after removing it for axle inspection/repair.

The axle identification tag identifies a particular axle design and a specific ratio. In addition, the plant code will not change as long as that particular axle assembly never undergoes an external design change. If, however, an internal design change takes place during the production life of the axle and that internal change affects parts interchangeability, a dash and numerical suffix is added to the plant code. This means that as an assembly both axles are interchangeable; however, internally they are different. Therefore, each requires different internal parts at the time of repair.

Driveline System Printable View (316 KB)

Special Tool(s)

 ST1348-A	Gauge, Clutch Housing 308-021 (T75L-4201-A)
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent
ST1266-A	Dial Indicator Gauge with Holding Fixture 100-D002 (D78P-4201-B) or equivalent
ST2456-A	Adapter, Drive Pinion Angle 205-449
 ST2457-A	Gauge, Drive Pinion Angle 205-025 (T68P-4602-A)

Inspection and Verification

Certain axle and driveline symptoms are also common to the engine, transmission, wheel bearings, tires, and other parts of the vehicle. For this reason, be sure that the cause of the concern is in the axle before disassembling, adjusting or repairing the axle. For additional information, refer to Section 100-00 .

Certain driveshaft vibration symptoms are common to the front engine accessory drive (FEAD), the engine, transmission or tires. Be sure the cause of the concern is the driveshaft before repairing or installing a new driveshaft. For additional information, refer to Section 100-00 .

Noise Acceptability

A gear-driven unit will produce a certain amount of noise. Some noise is acceptable and audible at certain speeds or under various driving conditions, such as a newly paved blacktop road. Slight noise is not detrimental to the operation of the axle and is considered normal.

Flex Coupling Inspection

Check for visible signs of tearing, cracking or wear in the reinforcing cord. If the flex couplings show signs of damage, inspect the axle and subframe mounts for cracking or tearing.

Driveshaft Center Bearing Universal Joint (U-Joint) Inspection

Place the vehicle on a frame hoist and rotate the driveshaft by hand. Check for rough operation or a seized U-joint. The U-joint is not repairable, a new driveshaft must be installed if the U-joint shows signs of seizure,

excessive wear, or incorrect seating.

Driveshaft Center Bearing

Rotate the driveshaft by hand. If the bearing shows signs of roughness or is noisy, install a new bearing assembly.

Analysis of Leakage

Clean up the leaking area enough to identify the exact source. An axle leak can be caused by the following:

- Axle lubricant level is too high.
- Worn or damaged halfshaft seals or differential seals.
- Axle housing is cracked.
- Flange yoke seal is worn or damaged.
- Pinion flange is scored or damaged.
- Axle cover is not sealed.
- Vent is plugged.

Repair the axle as necessary. Make sure the axle lubricant is at the correct level. For additional information, refer to Specifications in this section.

Axle Vent

NOTE: If a plugged vent cannot be cleared, install a new vent.

A plugged vent will cause excessive seal lip wear due to internal pressure buildup. If a leak occurs, check the vent.

Flange Yoke Seal

Leaks at the axle drive pinion seal originate for the following reasons:

- Seal is not correctly installed.
- Damaged seal journal surface.

Any damage to the seal bore (dings, dents, gouges, or other imperfections) will distort the seal casing and allow leakage past the outer edge of the axle drive pinion seal.

The axle drive pinion seal can be torn, cut, or gouged if it is not installed carefully. The spring that holds the axle drive pinion seal against the pinion flange can be knocked out, which can allow leakage past the lip.

The rubber lips can occasionally become hard (like plastic) with cracks at the oil lip contact point. The contact point on the pinion flange may blacken, indicating excessive heat. Marks, nicks, gouges, or rough surface texture on the seal journal of the pinion flange will also cause leaks.

A new pinion flange must be installed if any of these conditions exist.

Metal chips or sand trapped at the sealing lip can also cause oil leaks. This can cause a wear groove on the pinion flange and heavy pinion seal wear.

When a seal leak occurs, install a new seal and check the vent.

Differential Seals

Stub shaft pilot bearing housing seals are susceptible to the same kinds of damage as axle drive pinion seals if they are incorrectly installed. The seal bore must be clean and the lip handled carefully to avoid cutting or tearing it. The seal journal surface must be free of nicks, gouges and rough surface texture.

Analysis of Vibration

Few vibration conditions are caused by the rear axle. For a vibration concern, follow the diagnosis procedure in Section 100-00 unless there is a good reason to suspect the axle.

Tires

⚠ WARNING: Do not balance the wheels and tires while they are mounted on the vehicle. Possible tire disintegration or differential failure could result, causing personal injury or extensive component damage. Use an off-vehicle wheel and tire balancer only.

Most vibration is caused by tires, driveline angle or driveline imbalance.

Vibration is a concern with modern, high-mileage tires if they are not "true" both radially and laterally. They are more susceptible to vibration around the limits of radial and lateral runout of the tire and wheel assembly. They also require more accurate balancing. Wheel and tire runout checks, trueing and balancing are normally done before axle inspection. For additional information, refer to Section 204-00 .

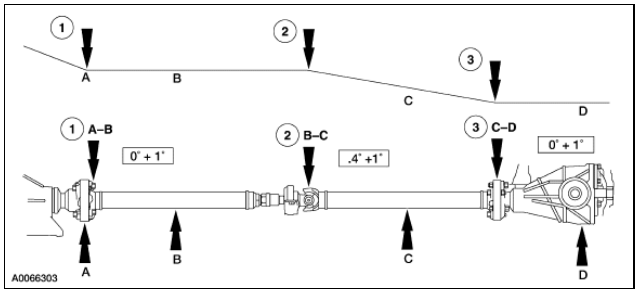
Driveline Imbalance

Driveline imbalance can be caused by excessive looseness in the driveshaft, damaged driveshaft tubing, looseness or high runout at the driveshaft attachments. Excessive looseness in the driveshaft can be caused by CV joint or universal joint wear as well as loose fitting slip-yoke splines. Inspect and install new driveshaft components as necessary.

Driveline Angle

Driveline operating angularity is the angular relationship between the input and output sides of any flex coupling or universal joint. Some of the factors determining driveline angularity include ride height, rear spring, and engine mounts.

Driveline Operating Angle



NOTE: See Steps one through sixteen for front and rear flex coupling angles between joints one, two and three. Joint number one is the operating angle of the front flex coupler, number two is the operating angle of the center U-joint and number three is the operating angle of the rear flex coupler.

An incorrect driveline (pinion) angle can often be detected by examining the driving condition in which the vibration occurs.

- A vibration during coastdown, from 72 to 56 km/h (45 to 35 mph) is often caused by an excessive angle at the axle (pinion nose downward).
- A vibration during acceleration, from 56 to 72 km/h (35 to 45 mph) may indicate an excessive angle at the axle (pinion nose upward).

When these conditions exist, check the driveline operating angles.

1. ⚠ **CAUTION: Prior to checking driveline angularity, inspect the flex couplers and the U-joint for correct operation.**

   Check the vehicle for:

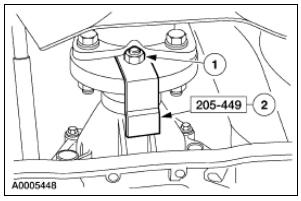
   - overload or sagging.
   - specified air pressures in all four tires.
   - loose axle mounts.
   - loose rear subframe-to-body mounts.

2. Normalize the suspension.

3. Drive the vehicle onto a drive-on hoist or front end alignment rack.

4. Inspect the suspension and chassis.

5. Remove the exhaust heat shield fasteners and slide the exhaust heat shield as far forward as possible to expose the driveshaft to axle flange coupling.

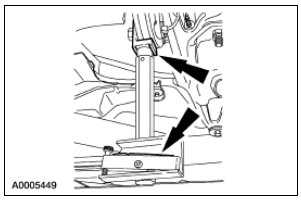


6. **NOTE:** The special tool contacts the flex coupling bolt sleeve to obtain an accurate reading.

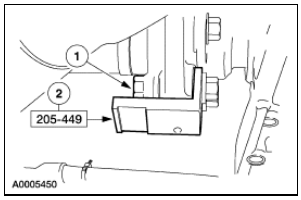
   NOTE: The bolt is serrated in the flange. The bolt should not be removed, only the nut.

   Prepare to measure the front flex coupling operating angle (A).

   1. Remove one of the nuts that attach the flex coupling to the transmission flange.
   2. Install the special tool onto the bolt on the rear of the flex coupling and tighten the nut.



7. Place the special tool in the bracket slot with the special tool facing the passenger side and set the gauge to zero using the thumbscrew.
   - Remove the special tool and tighten the fastener to specification.

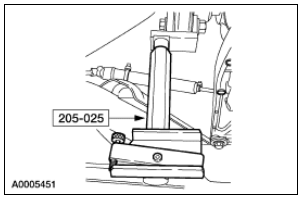


8. **NOTE:** The special tool must contact the flex coupling bolt sleeve to obtain an accurate reading.

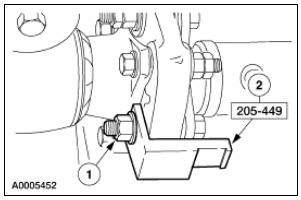
   NOTE: The bolt is serrated in the flange. The bolt should not be removed, only the nut.

   Prepare to measure the front flex coupling operating angle (B).

   1. Remove one of the nuts that attach the flex coupling to the front driveshaft.
   2. Install the special tool onto the bolt on the front of the flex coupling and tighten the nut.



9. Place the special tool in the bracket slot with the special tool facing the passenger side and record the reading.
   - Remove the special tool and tighten the fastener to specification.

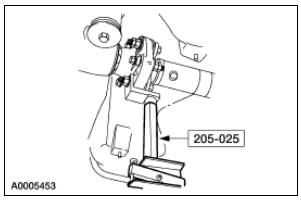


10. **NOTE:** The special tool must contact the flex coupling bolt sleeve to obtain an accurate reading.

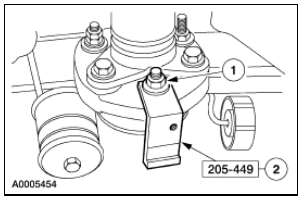
    NOTE: The bolt is serrated in the flange. The bolt should not be removed, only the nut.

    Prepare to measure the rear flex coupling operating angle (C).

    1. Remove one of the nuts that attach the flex coupling to the rear driveshaft.
    2. Install the special tool onto the bolt on the rear of the flex coupling and tighten the nut.



11. Place the special tool in the bracket slot with the special tool facing the passenger side and record the reading.
    - Remove the special tools and tighten the fastener to specification.

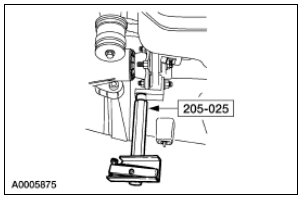


12. **NOTE:** The special tool must contact the flex coupling bolt sleeve to obtain an accurate reading.

    NOTE: The bolt is serrated in the flange. The bolt should not be removed, only the nut.

    Prepare to measure the rear flex coupling operating angle (D).

    1. Remove one of the nuts that attach the flex coupling to the pinion flange.
    2. Install the special tool onto the bolt on the rear of the flex coupling and tighten the nut.



13. Place the special tool in the bracket slot with the special tool facing the passenger side and record the reading (D).
    - Remove the special tool and tighten the fastener to specification.

14. Calculate the operating angles of joints 1, 2 and 3 as follows:
    - A-B = Joint 1
    - B-C = Joint 2
    - C-D = Joint 3

15. **NOTE:** To adjust the center support bearing adjusting washers, the exhaust heat shield must be removed.

    NOTE: Left and right washers should be the same thickness.

    NOTE: Two washers should not be assembled together.

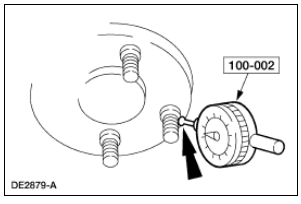
    Adjust the joint operating angles by varying the center support bearing adjusting washers.

16. Install the exhaust heat shield.

If the tires and driveline angle are not the cause, carry out the NVH tests to determine whether the concern is caused by a condition in the axle. For additional information, refer to Section 100-00 .

Wheel Hub Bolt Circle Runout

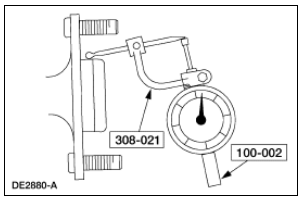
NOTE: The brake discs must be removed to carry out all runout measurements.



1. Position the special tool on the wheel hub bolt, as close to the hub face as possible. Zero the indicator to allow the pointer to deflect either way.

2. Rotate the hub until the next bolt is contacted. Record the measurement and continue until each bolt is checked. The difference between the maximum and minimum contact readings will be the total wheel hub bolt circle runout. The runout must not exceed 0.38 mm (0.015 inch).

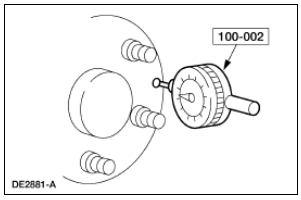
Pilot Runout



1. Position the special tools on the pilot, as close to the hub as possible. Zero the indicator to allow the pointer to deflect either way.

2. Rotate the hub one full turn and note the maximum and minimum readings. The difference between the maximum and minimum readings will be the total pilot runout. Pilot runout must not exceed 0.15 mm (0.006 inch).

Wheel Hub Runout



1. Position the special tool on the wheel hub, as close to the outer edge as possible. Zero the indicator to allow the pointer to deflect either way.

2. Rotate the hub one full turn and note the maximum and minimum readings. The difference between the maximum and minimum readings will be the total wheel hub runout. The runout must not exceed 0.127 mm (0.005 inch).

Drive Pinion Stem and Pinion Flange

Check the pinion flange runout when all other checks have failed to show the cause of the vibration.

One cause of excessive pinion flange runout is incorrect installation of the axle drive pinion seal. Check to see if the spring on the seal lip has been dislodged.

Halfshafts

NOTE: While inspecting the boots, watch for indentations ("dimples") in the boot convolutions. Indentations must be removed.

- Inspect the boots for evidence of cracks, tears, or splits.
- Inspect the underbody for any indication of grease splatter near the boots outboard and inboard locations. This is an indication of boot/clamp damage.

Axle Noise

NOTE: Before disassembling the axle to diagnose and correct gear noise, eliminate the tires, exhaust, trim items, roof racks and wheel bearings as possible causes. Follow the diagnostic procedures in Section 100-00 .

The noises described as follows usually have specific causes that can be diagnosed by observation as the unit is disassembled. The initial clues are the type of noise heard during the road test.

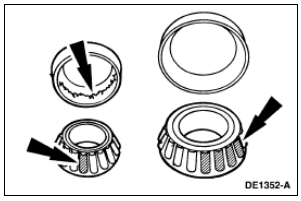
Gear Howl and Whine

Howling or whining of the ring gear and pinion is due to an incorrect gear pattern, gear damage or incorrect bearing preload.

Bearing Whine

Bearing whine is a high-pitched sound similar to a whistle. It is usually caused by worn/damaged pinion bearings, which are operating at driveshaft speed. Bearing noise occurs at all driving speeds. This distinguishes it from gear whine which usually comes and goes as speed changes.

As noted, pinion bearings make a high-pitched, whistling noise, usually at all speeds. If however there is only one pinion bearing that is worn/damaged, the noise may vary in different driving phases. New pinion bearings must not be installed unless they are scored or damaged or there is a specific pinion bearing noise. A worn/damaged bearing will normally be obvious at disassembly. Examine the large end of the rollers for wear. If the pinion bearings original blend radius has worn to a sharp edge, a new pinion bearing must be installed.



A wheel bearing noise can be mistaken for a pinion bearing noise. Check the wheel bearing for a spalled cup, and spalled/damaged rollers. Install a new wheel bearing if any of these concerns are detected.

Chuckle

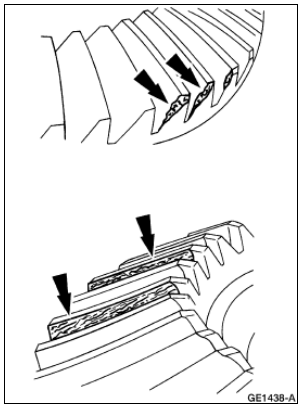
Chuckle that occurs on the coast driving phase is usually caused by excessive clearance between the differential gear hub and the differential case bore.

Damage to a gear tooth on the coast side can cause a noise identical to a chuckle. A very small tooth nick or ridge on the edge of a tooth can cause the noise.

Clean the gear tooth nick or ridge with a small grinding wheel. If the damaged area is larger than 3.2 mm (1/8 inch), install a new gearset.

To check the ring gear and pinion, remove as much lubricant as possible from the gears with clean solvent. Wipe the gears dry or blow them dry with compressed air. Look for scored or damaged teeth. Also look for cracks or other damage.

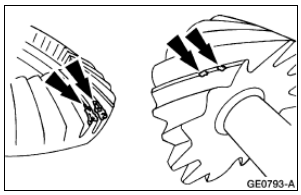
If either gear is scored or badly damaged, a new ring gear and pinion must be installed.



If metal has broken loose, the axle housing must be cleaned to remove particles that will cause damage. At this time, any other damaged parts in the axle housing must also be installed new.

Knock

Knock, which can occur in all driving phases, has several causes including damaged teeth or gearset.



1. **NOTE:** Measure the end play with a dial indicator and not by feel.

   Knock is also caused by excessive end play in the axle shafts. Up to 0.762 mm (0.030 inch) is allowed in semi-float axles. The frequency of the knock will be less because the axle shaft speed is slower than the driveshaft.

Clunk

Clunk is a metallic noise heard when the automatic transmission is engaged in REVERSE or DRIVE. The noise can also occur when throttle is applied or released. It is caused by backlash somewhere in the driveline or loose suspension components; it is felt or heard in the axle.

Additionally, clunk may be heard upon initial drive-away. This occurs as engine torque shifts vehicle weight, forcing changes in driveline angles which prevent the driveshaft slip-yoke from sliding on the output shaft. To correct this condition, lubricate the slip-yoke splines.

Bearing Rumble

Bearing rumble sounds like marbles being tumbled. This condition is usually caused by a worn/damaged wheel bearing. The lower pitch is because the wheel bearing turns at only about one-third the speed of the driveshaft. Wheel bearing noise also may be high-pitched, similar to gear noise, but will be evident in all four driving modes.

Symptom Chart

Symptom Chart

Component Tests

Driveshaft Vibration Diagnosis

1. Road test the vehicle to determine the critical vibration points. Note the road speed, the engine RPM, and the shift lever positions at which the vibration occurs.

2. Stop the vehicle, place the transmission lever in NEUTRAL and run the engine through the critical speed ranges determined in Step 1.

3. If no vibration is felt, balance the driveshaft.

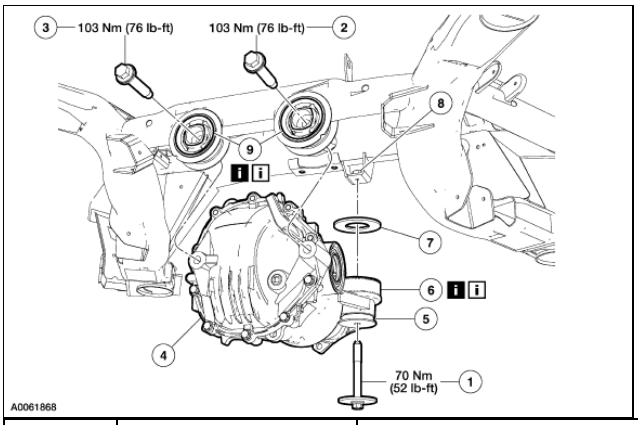
Rear Axle Assembly

Printable View (152 KB)

Special Tool(s)

ST2543-A	Remover/Installer, Differential Bushing 205-485

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .
2. Remove the rear halfshafts. For additional information, refer to Rear Axle Halfshafts, Bearings and Seals in this section.
3. Remove the driveshaft assembly. For additional information, refer to Rear Driveshaft in this section.
4. Position a suitable hydraulic jack to the axle housing. Securely strap the jack to the housing.
5. Remove the components in the order indicated in the following illustration and table.
6. To install, reverse the removal procedure.



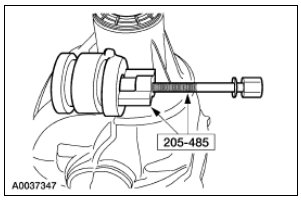
Item	Part Number	Description
1	W706464-S426	Pinion nose isolator bolt
2	W701905-S	Rear isolator bolt
3	W701905-S	Rear isolator bolt
4	4000	Rear axle assembly
5	4B424	Pinion nose isolator snubber
6	4B431	Pinion nose isolator bushing Removal Note
6	4B431	Pinion nose isolator bushing Installation Note
7	4067	Shim
8	W520114-S	Nut
9	4B424	

		Rear axle assembly isolator bushing Removal Note
9	4B424	Rear axle assembly isolator bushing Installation Note

7. Fill the axle with the specified quantity of the specified lubricant.

Item 6: Pinion Nose Isolator Bushing Removal Note

1. Using the special tool and a hammer, remove and discard the bushing.



Item 9: Rear Axle Assembly Isolator Bushing Removal Note

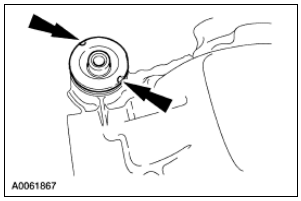
1. Using the special tool, draw the isolator from the frame pocket.

Item 9: Rear Axle Assembly Isolator Bushing Installation Note

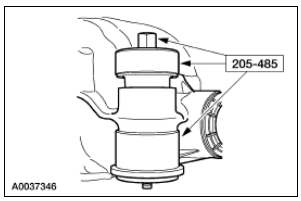
1. Using the special tool, draw the isolator into the frame pocket.
   - Install the isolator with the rubber legs positioned vertically.

Item 6: Pinion Nose Isolator Bushing Installation Note

1. Insert the rear axle differential pinion nose isolator bushing and make sure the notches are aligned 45° from a forward and aft location.



2. Using the special tool, install the rear axle differential pinion nose isolator bushing.



Rear Driveshaft

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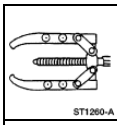
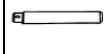
Special Tool(s)

 ST1260-A	2-Jaw Puller 205-D026 (D80L-1002-L) or equivalent
ST1368-A	Puller, Bearing 205-D064 (D84L-1123-A) or equivalent
ST2454-A	Driveshaft Alignment Bushing Remover Tube 205-D073 or equivalent
ST1144-A	Universal Puller Set 303-DS005 (D80L-100-A) or equivalent
 ST1255-A	Adapter for 303-224 205-153 (T80T-4000-W)
ST1508-A	Driveshaft Alignment Bushing Installer 205-D074 or equivalent

1. ⚠ **CAUTION: Only remove the flex couplings from the driveshaft if it is necessary to install new flex couplings and alignment bushings. Install new flex couplings and alignment bushings as a pair.**

   With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

2. ⚠ **CAUTION: Do not allow the full weight of the exhaust to bear against the exhaust pipe manifold flanges. This will damage the flanges and create exhaust leaks.**

   Remove the muffler and extension pipe assembly. For additional information, refer to Section 309-00 .

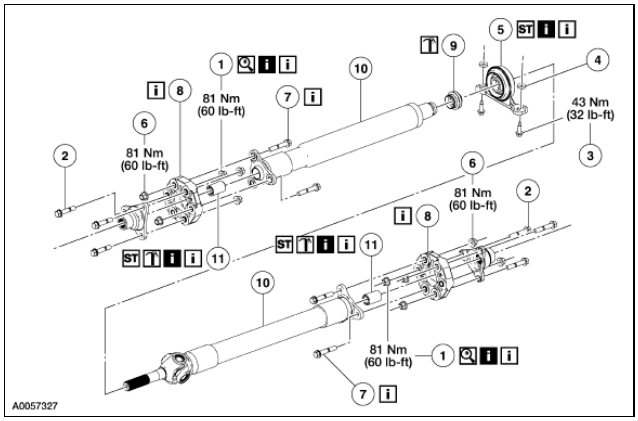
3. Remove the eight retainers and the heat shield.

4. Index-mark the driveshaft on both sides of the slip joint.

5. Remove the components in the order indicated in the following illustration and table.

6. **NOTE:** Install 1 gram of grease in each alignment bushing when installing the driveshaft.

   To install, reverse the removal procedure.



Item	Part Number	Description
1	W705575-S301	Flex coupling to flange bolt nut Removal Note
1	W705575-S301	Flex coupling to flange bolt nut Installation Note
2	W705098-S301	Flex coupling to flange bolt
3	N897487-S56	Center support bearing mount bolts
4		Center support adjusting washer (selective)
5	4A499	Center bearing and bracket assembly Removal Note
5	4A499	Center bearing and bracket assembly Installation Note
6	W705575-S301	Flex coupling to driveshaft bolt nut
7	W705098-S301	Flex coupling to driveshaft bolt Installation Note
8	4782	Flex coupling Installation Note
9	4421	Driveshaft slip yoke boot
10	4602	Driveshaft assembly
11	4650	Alignment bushing Removal Note
11	4650	Alignment bushing Installation Note

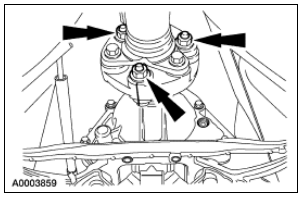
Item 1: Flex Coupling To Flange Bolt Nut Removal Note

1. **⚠ CAUTION: To make sure assembly will be in the exact location as when removed, index-mark the bolt, nut, washer and flex coupling to the pinion flange with paint or marker. Using a different color paint or marker, index-mark the second bolt, nut, washer and flex coupling to the pinion flange. These fasteners are balanced weights. Always assemble them in their original positions. Failure to do so can cause driveshaft NVH.**

   ⚠ CAUTION: Do not remove the bolts retaining the flex coupling to the driveshaft.

   NOTE: The bolt heads are serrated. Hold the bolt and loosen the nut.

   Remove three nuts, washers and bolts.

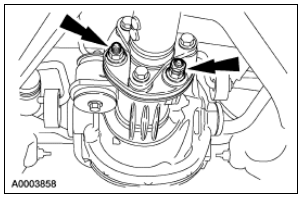


2. **⚠ CAUTION: To make sure assembly will be in the exact location as when removed, index-mark the bolt, nut, washer and flex coupling to the pinion flange with paint or marker. Using a different color paint or marker, index-mark the second bolt, nut, washer and flex coupling to the pinion flange. These fasteners are balanced weights. Always assemble them in their original positions. Failure to do so can cause driveshaft NVH.**

   ⚠ CAUTION: Do not remove the bolts retaining the flex coupling to the driveshaft.

   NOTE: The bolt heads are serrated. Hold the bolt and loosen the nut.

   Remove three nuts, washers and bolts.

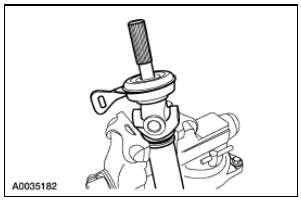


Item 5: Center Bearing and Bracket Assembly Removal Note

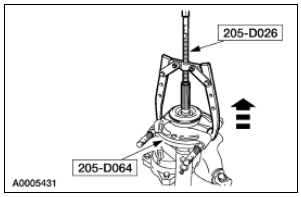
1. Separate the front and rear driveshaft sections.

2. **⚠ CAUTION: Do not clamp on the driveshaft tube as a fracture can result.**

   Position and clamp the driveshaft at the weld yoke.



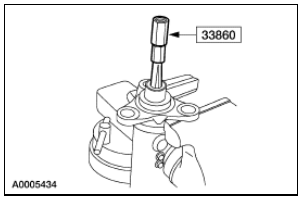
3. Using the special tools, remove the retaining ring and the center bearing and bracket assembly.



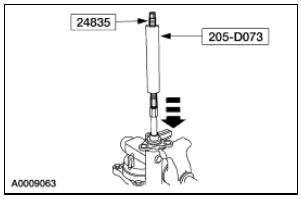
Item 11: Alignment Bushing Removal Note

1. **⚠ CAUTION: Do not clamp the vise on the driveshaft tube as a fracture can result.**

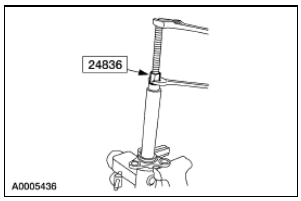
   Insert the special tool inside the alignment bushing and expand the collet.



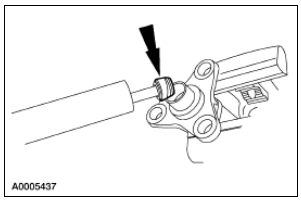
2. Install the special tools.



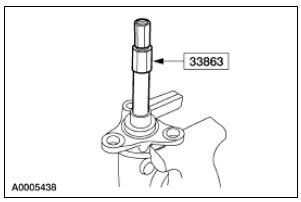
3. Hold the forcing screw and tighten the nut until the alignment bushing inner core is removed.



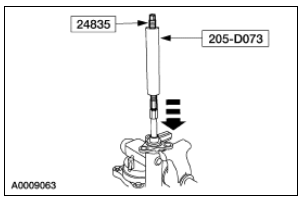
4. Discard the alignment bushing inner core.



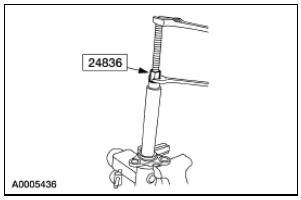
5. Insert the special tool and adjust it to seat behind the bushing shell.



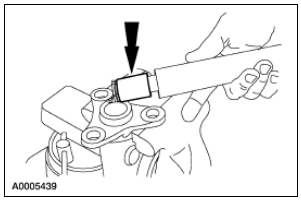
6. Install the special tools.



7. Hold the forcing screw and tighten the nut until the alignment bushing outer shell is removed.



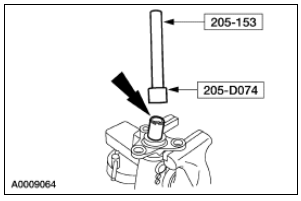
8. Discard the alignment bushing outer shell.



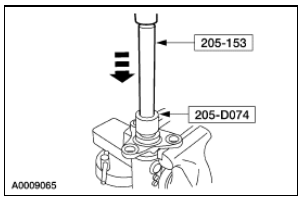
Item 11: Alignment Bushing Installation Note

1. **NOTE:** Install the alignment bushing with the seal facing outboard.

   Using the special tools, align the bushing with the driveshaft.



2. Using the special tools, drive the alignment bushing until the tool contacts the end yoke.



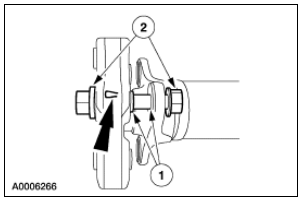
Item 8: Flex Coupling Installation Note

1. ⚠ **CAUTION: There are six bushings in each flex coupling. Three of the bushings protrude from one side of the flex coupling and three protrude from the other side. The arrows on the side of the flex coupling point toward the protruding end of the bushing. When installing the flex coupling, the protruding end of the bushing must seat in the driveshaft flange counterbore or damage will occur to the flex coupling during driveshaft operation.**

   Install the flex coupling.

   1. Position the end of the bushing against the driveshaft flange.
   2. ⚠ **CAUTION: The bolt heads must seat against the driveshaft flange and the nuts against the flex coupling.**

      Install the three nuts and bolts in their original position.

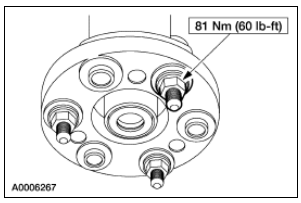


Item 7: Flex Coupling To Driveshaft Bolt Installation Note

1. **NOTE:** The bolt heads are serrated. Hold the bolt and tighten the nut.

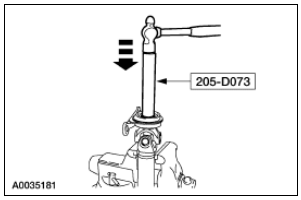
   Tighten the nuts.

   - Coat the threads of the bolts with sealer.

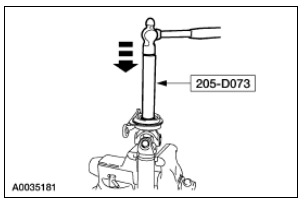


Item 5: Center Bearing and Bracket Assembly Installation Note

1. Position the center bearing and bracket assembly and the retaining ring on the yoke.



2. Using the special tool, drive the retaining ring and bearing assembly until fully seated on the yoke.



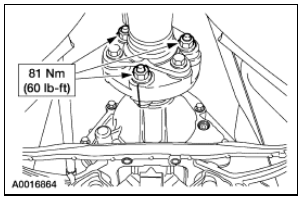
Item 1: Flex Coupling To Flange Bolt Nut Installation Note

1. ⚠ **CAUTION: Install the bolts, washers and nuts in their original positions or driveshaft NVH can occur. Install the driveshaft flex coupling bolts with the head of the bolt seated against the flange and the nuts seated against the flex coupling.**

   NOTE: The bolt heads are serrated. Hold the bolt and tighten the nut.

   Install the bolts, washers and nuts.

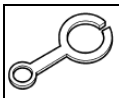
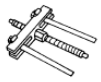
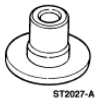
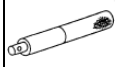
   - Coat the nut and bolt threads with sealer.


81 Nm
(60 lb-ft)
A0016864

Rear Axle Halfshafts, Bearings and Seals

Printable View (444 KB)

Special Tool(s)

 ST2258-A	Protector, Differential Seal 205-506
 ST1516-A	Hub Remover/Replacer 204-069 (T81P-1104-C)
ST2309-A	Remover, Halfshaft 205-475
ST1517-A	Metric Hub Remover Adapter 205-237 (T86P-1104-A1)
ST1518-A	Metric Hub Remover Adapters 204-085 (T83P-1104-BH)
ST1200-A	Remover, Bearing Cup 308-047 (T77F-1102-A)
 ST2027-A	Installer, Differential Oil Seal 205-539
 ST1326-A	Adapter for 303-224 (Handle) 205-153 (T80T-4000-W)
ST1185-A	Impact Slide Hammer 100-001 (T50T-100-A)
ST1721-A	Installer, Needle Bearing 205-288 (T89P-1244-A)

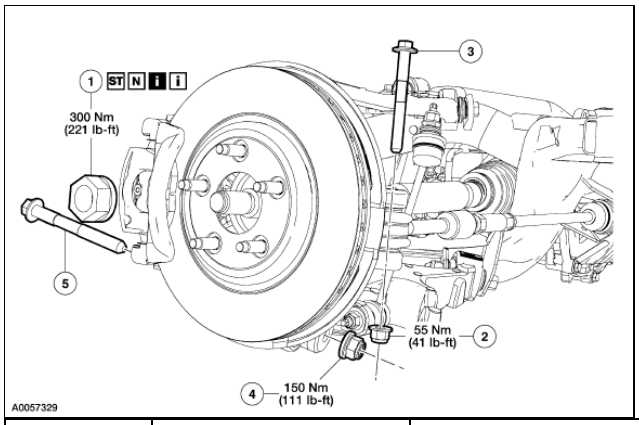
NOTE: This procedure applies to both rear halfshaft assemblies.

1. ⚠ **CAUTION: Do not loosen the rear axle wheel hub retainer until after the wheel and tire assembly are removed from the vehicle. Wheel bearing damage will occur if the wheel bearing is unloaded with the weight of the vehicle applied.**

   With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

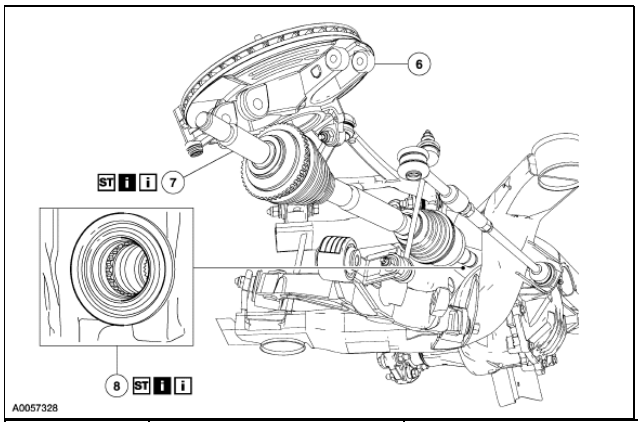
2. Remove the rear wheel and tire assembly. For additional information, refer to Section 204-00 .

3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	4B423	Rear axle wheel hub retainer Removal Note
1	4B423	Rear axle wheel hub retainer Installation Note
2	W520213-S	Toe link nut
3	W705517-S	Toe link bolt
4	W705518-S	Suspension lower arm nut
5	W705516-S	Suspension lower arm bolt

4. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
6	3K185	Rear wheel knuckle assembly
7	3514	Rear halfshaft assembly Removal Note
7	3514	Rear halfshaft assembly Installation Note
8	4B413/4B416	Halfshaft seal Removal Note
8	4B413/4B416	Halfshaft seal Installation Note

5. To install, reverse the removal procedure.

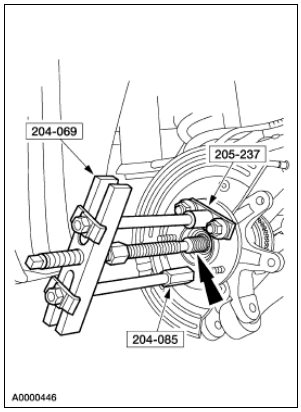
6. Fill the axle with the specified quantity of the specified lubricant.

Item 1: Rear Axle Wheel Hub Retainer Removal Note

1. **⚠ CAUTION: Do not use a hammer to separate the rear axle halfshaft assembly from the hub. Damage to the threads and internal CV joint components can result.**

   Separate the rear axle halfshaft assembly from the hub.

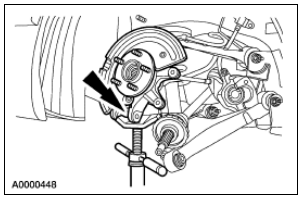
   1. Using the special tools, press the outboard CV joint until it is loose in the hub.
   2. Remove the special tool.
   3. Separate the outboard CV joint from the hub.



Item 7: Rear Halfshaft Assembly Removal Note

1. **⚠ CAUTION: Do not over-angulate the outboard CV joint or damage the boot.**

   Position the knuckle to gain clear access for the halfshaft removal.

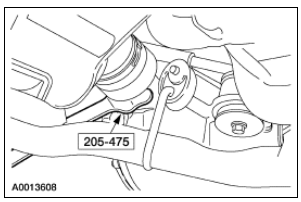


2. **⚠ CAUTION: Do not damage the axle shaft oil seal or the machined sealing surface on the inboard CV joint housing.**

   ⚠ CAUTION: Do not allow the splines on the inboard CV joint housing to touch the axle shaft oil seal.

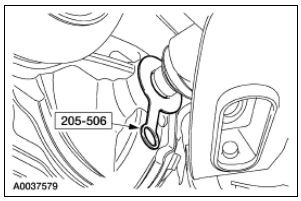
   NOTE: A circlip retains the inboard CV joint housing to the differential side gear in the axle.

   Using the special tool, disengage the inboard CV joint housing from the differential side gear.

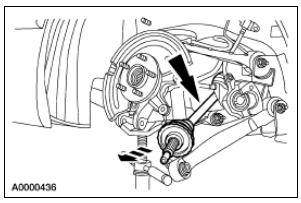


3. ⚠ **CAUTION: To prevent damage to the axle shaft oil seal, install the special tool before removing the inboard CV joint housing from the axle.**

   Install the special tool.

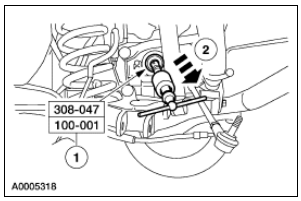


4. Carefully remove the halfshaft. The halfshaft assemblies are not repairable. Install a new assembly if worn or damaged.



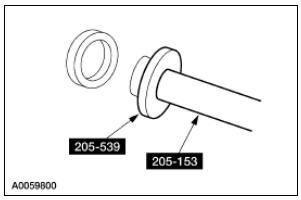
Item 8: Halfshaft Seal Removal Note

1. Using the special tools, remove the halfshaft seal.



Item 8: Halfshaft Seal Installation Note

1. Lubricate the lips of the halfshaft seal with rear axle lubricant. Place the seal on the special tool.

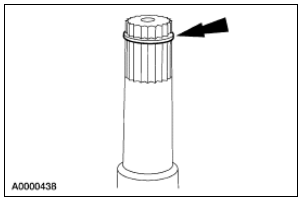


2. ⚠ **CAUTION: Installation of the halfshaft seal without the correct tool can result in an early seal failure. If the seal becomes cocked during installation, remove it and install a new one.**

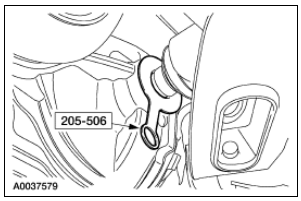
   Carefully align the halfshaft seal with the housing bore and install the seal.

Item 7: Rear Halfshaft Assembly Installation Note

1. Install a new axle circlip.



2. Install the special tools to protect the differential seals.



Item 1: Rear Axle Wheel Hub Retainer and Washer Installation Note

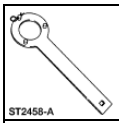
1. ⚠ **CAUTION: Never use power tools to tighten the rear axle wheel hub retainer.**

   Install a new rear axle wheel hub retainer and washer.

Drive Pinion Flange and Drive Pinion Seal

Printable View (224 KB)

Special Tool(s)

 ST2458-A	Holding Tool, Drive Pinion Flange 205-478
ST1734-A	Installer, Drive Pinion Flange 205-479
ST2452-A	Remover, Output Flange 307-408
ST1325-A	Installer, Drive Pinion Oil Seal 205-208 (T83T-4676-A)

Material

Item	Specification
Premium Long Life Grease XG-1-C	ESA-M1C75-B

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

2. Remove the rear wheel and tire assemblies. For additional information, refer to Section 204-00 .

3. **⚠ CAUTION: Remove the rear brake calipers to prevent drag during the drive pinion bearing preload adjustment.**

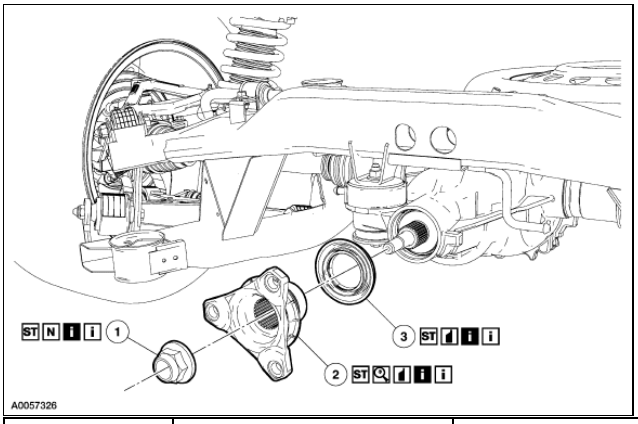
   ⚠ CAUTION: Do not allow the calipers to hang from the brake hoses.

   Remove the rear brake caliper and support bracket from the knuckle as an assembly. Wire the caliper and support bracket out of the way. For additional information, refer to Section 206-00 .

4. Remove the driveshaft assembly. For additional information, refer to Driveshaft Removal and Installation in this section.

5. Remove the components in the order indicated in the following illustration and table.

6. To install, reverse the removal procedure.

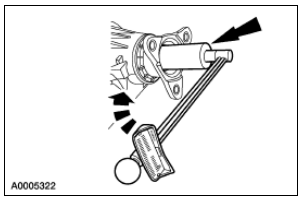


Item	Part Number	Description
1	391915-S	Pinion nut Removal Note
1	391915-S	Pinion nut Installation Note
2	4858	Rear axle pinion flange Removal Note
2	4858	Rear axle pinion flange Installation Note
3	4676	Rear pinion oil seal Removal Note
3	4676	Rear pinion oil seal Installation Note

7. Fill the axle with the specified quantity of the specified lubricant.

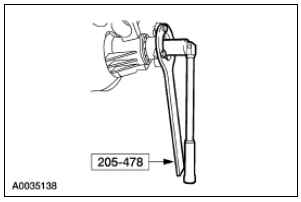
Item 1: Pinion Nut Removal Note

1. Install a Nm (inch-pound) torque wrench on the pinion nut and record the torque necessary to maintain rotation of the drive pinion gear through several revolutions.



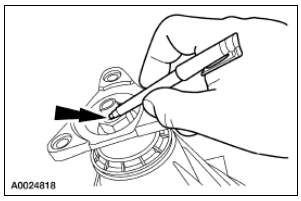
2. ⚠ **CAUTION: After removing the nut, discard it. Always use a new nut for installation.**

   Use the special tool to hold the rear axle pinion flange while removing the nut.

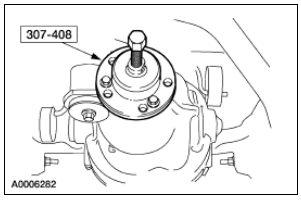


Item 2: Rear Axle Pinion Flange Removal Note

1. Index-mark the rear axle pinion flange and drive pinion gear to maintain initial balance during installation.

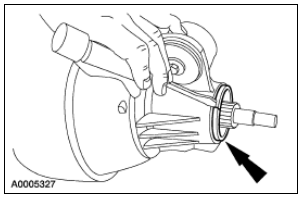


2. Using the special tool, remove the rear axle pinion flange.



Item 3: Rear Pinion Oil Seal Removal Note

1. Use a screwdriver to force up the metal flange of the rear axle drive pinion seal. Install gripping pliers and strike with a hammer to remove the rear axle drive pinion seal.

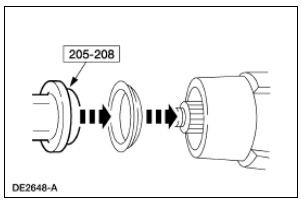


Item 3: Rear Pinion Oil Seal Installation Note

1. Lubricate the lips of the new seal with grease.

2. ⚠ **CAUTION: If the rear axle drive pinion seal becomes misaligned during installation, remove the seal and install a new one.**

   Using the special tool, install the rear axle drive pinion seal.



Item 2: Rear Axle Pinion Flange Installation Note

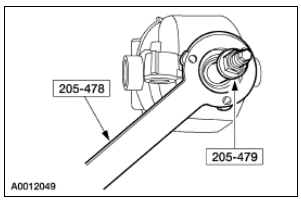
1. Inspect the rear axle pinion flange seal journal for rust, nicks and scratches prior to installing the flange. Polish the seal journal with fine crocus cloth, if necessary.

2. Lubricate the rear axle pinion flange splines.

3. **NOTE:** Disregard the index marks if installing a new rear axle pinion flange.

   Position the index marks on the rear axle pinion flange.

4. Using the special tools, install the rear axle pinion flange.

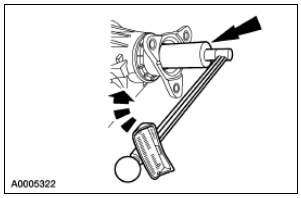


Item 1: Pinion Nut Installation Note

1. **⚠ CAUTION: Do not under any circumstance loosen the nut to reduce preload. If it is necessary to reduce preload, install a new differential drive pinion collapsible spacer and nut.**

   Tighten the nut to set the preload.

   - Rotate the pinion occasionally to make sure the pinion bearings seat correctly. Take frequent pinion bearing torque preload readings by rotating the drive pinion gear with a Nm (inch-pound) torque wrench.
   - If the preload recorded prior to disassembly is lower than the specification for used bearings, tighten the nut to specification. If the preload recorded prior to disassembly is higher than the specification for used bearings, tighten the nut to the original reading as recorded.
   - Refer to the torque specification for used pinion bearings in the Specifications portion of this section.



Rear Axle Differential Case

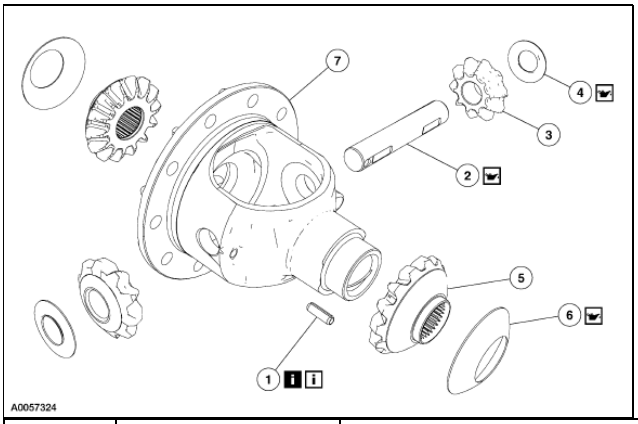
Printable View (80 KB)

Material

Item	Specification
Motorcraft FEHP 75W-90 Rear Axle Lubricant XY-75W90-Q FEHP	ES-3W4W-19A508-AA

Disassembly and Assembly

1. Remove the differential case from the differential housing.
2. Remove the components in the order indicated in the following illustration and table.
3. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	4241	Differential pinion shaft roll pin Disassembly Note
1	4241	Differential pinion shaft roll pin Assembly Note
2	4211	Differential pinion shaft
3	4215	Differential pinion gear
4	4230	Differential pinion gear thrust washer
5	4236	Differential side gear
6	4228	Differential side gear thrust washer
7	4205	Differential case

Item 1: Differential Pinion Shaft Roll Pin Disassembly Note

1. Use a drift punch to drive the roll pin into the differential pinion shaft until the roll pin bottoms against the differential case. When the differential pinion shaft is removed from the differential case, drive the roll pin from the shaft.

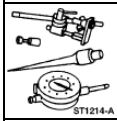
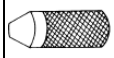
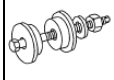
Item 1: Differential Pinion Shaft Roll Pin Assembly Note

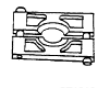
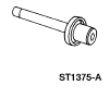
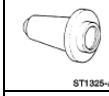
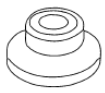
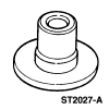
1. Align the differential pinion shaft hole with the hole in the differential case. Using a hammer, install the differential shaft roll pin in the differential case until the pin is flush with the case.

Rear Axle Assembly

Printable View (1001 KB)

Special Tool(s)

ST2026-A	2-Jaw Puller 205-D072 (D97L-4221-A) or equivalent
ST1743-A	Adapter for 205-S127 205-105 (T76P-4020-A3)
ST1254-A	Plate, Bearing/Oil Seal 205-090 (T75L-1165-B)
 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent
ST1431-A	Adapter for 205-S127 205-110 (T76P-4020-A10)
ST1743-A	Depth Gauge/Aigner, Depth Pinion 205-477
ST1434-A	Gauge Tube, Drive Pinion 205-336 (T93P-4020-A)
ST1743-A	Adapter for 205-S127 205-129 (T79P-4020-A18)
 ST1432-A	Adapter for 205-S127 205-111 (T76P-4020-A11)
ST1367-A	Installer, Drive Pinion Bearing Cone 205-005 (T53T-4621-C)
 ST1678-A	Installer, Drive Pinion Bearing Cup 205-054 (T71P-4616-A)
ST1429-A	Adapter for 205-S127 205-109 (T76P-4020-A9)
ST1725-A	Step Plate 205-D061 (D83T-4205-C2) or equivalent

 ST1310-A	Remover, Bearing 205-055 (T71P-4621-B)
ST1186-A	Holding Fixture, Transmission 307-003 (T57L-500-B)
 ST1375-A	Installer, Differential Side Bearing 205-010 (T57L-4221-A2)
ST2458-B	Holding Fixture, Drive Pinion Flange 205-478
ST1862-A	Installer, Drive Pinion Flange 205-479
ST2452-A	Remover, Output Flange 307-408
 ST1325-A	Installer, Drive Pinion Oil Seal 205-208 (T83T-4676-A)
ST1485-A	Installer, Differential Shim 205-220 (T85L-4067-AH)
ST1348-A	Gauge, Clutch Housing 308-021 (T75L-4201-A)
ST2543-A	Remover/Installer, Differential Bushings 205-485
ST1326-A	Adapter for 303-224 (Handle) 205-153 (T80T-4000-W)
 ST1676-A	Installer, Drive Pinion Inner Bearing Cup 205-480
ST1485-A	Installer, Differential Shim 205-220 (T85L-4067-AH)
ST1183-A	Dial Indicator Gauge 100-D005 (D78P-4201-G)
ST1743-A	Depth Gauge, Drive Pinion 205-476
 ST2027-A	Halfshaft Seal Installer 205-539

ST1349-A	Gauge, Differential Bearing 205-540
ST1350-A	Gauge, Differential Bearing 205-541

Material

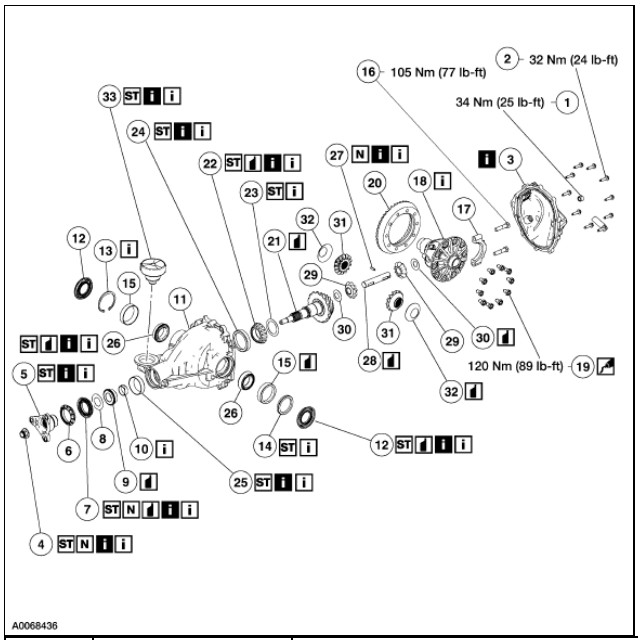
Item	Specification
Premium Long Life Grease XG-1-C	ESA-M1C75-B
Motorcraft FEHP 75W-90 Rear Axle Lubricant XY-75W90-Q FEHP	ES-3W4W-19A508-AA
Stud and Bearing Mount E0AZ-19554-BA	WSK-M2G349-A1

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

2. Remove the rear axle assembly. For additional information, refer to Rear Axle Assembly in this section.

3. Remove the components in the order indicated in the following illustration and table.

4. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	390943-S	Lubricant fill plug
2	390919-S	Differential housing cover bolts
3	4033	Differential housing cover Disassembly Note
4	389546-S	

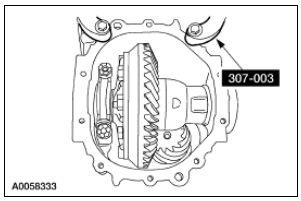
		Pinion nut Disassembly Note
4	389546-S	Pinion nut Assembly Note
5	4851	Rear axle pinion flange Disassembly Note
5	4851	Rear axle pinion flange Assembly Note
6	4859	Rear pinion oil seal deflector
7	4676	Rear pinion oil seal Disassembly Note
7	4676	Rear pinion oil seal Assembly Note
8	4670	Rear pinion oil seal slinger
9	4621	Outer pinion bearing
10	4662	Drive pinion collapsible spacer Assembly Note
11	4010	Differential housing
12	4B416	Halfshaft housing seal Disassembly Note
12	4B416	Halfshaft housing seal Assembly Note
13	13277	Selective snap ring Assembly Note
14	4067	Differential bearing shim Assembly Note
15	4222	Differential bearing cup
16	46108-S	Bearing cap bolt
17		Bearing cap (part of 4010)
18	4204	Differential case Assembly Note
19	4982	Ring gear bolts
20	4209	Differential ring gear
21	4209	Differential pinion gear
22	4630	Inner pinion bearing Disassembly Note
22	4630	Inner pinion bearing Assembly Note
23	4663	Differential pinion bearing adjustment shim Assembly Note
24	4628	Inner pinion bearing cup Disassembly Note
24	4628	Inner pinion bearing cup Assembly Note
25	4616	Outer pinion bearing cup Disassembly Note
25	4616	Outer pinion bearing cup

		Assembly Note
26	4221	Differential bearing Disassembly Note
26	4221	Differential bearing Assembly Note
27	4241	Differential pinion shaft roll pin Disassembly Note
27	4241	Differential pinion shaft roll pin Assembly Note
28	4211	Differential pinion shaft
29	4215	Differential pinion gear
30	4230	Differential pinion thrust washer
31	4236	Differential side gear
32	4228	Differential side gear thrust washer
33	4B431	Axle isolator bushing Disassembly Note
33	4B431	Axle isolator bushing Assembly Note

5. Fill the axle with the specified quantity of the specified lubricant.

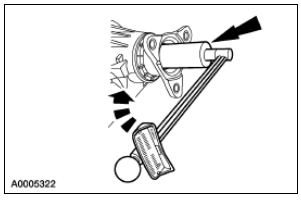
Item 3: Differential Housing Cover Disassembly Note

1. After removal of the rear housing cover, mount the differential assembly in the special tool.

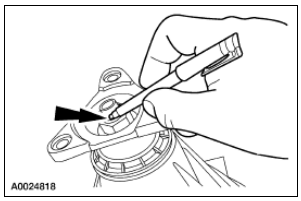


Item 4: Pinion Nut Disassembly Note

1. Install a Nm (inch-pound) torque wrench on the nut and record the torque necessary to maintain rotation of the drive pinion gear through several revolutions

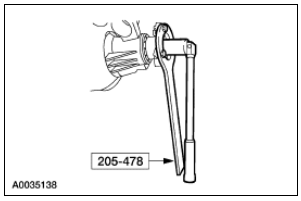


2. Index-mark the rear axle pinion flange to the drive pinion stem.



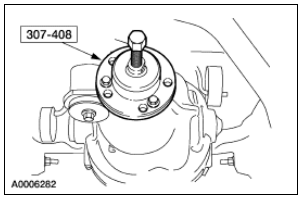
3. ⚠ **CAUTION: After removing the nut, discard it. Use a new nut for installation.**

   Use the special tool to hold the rear axle pinion flange while removing the nut.



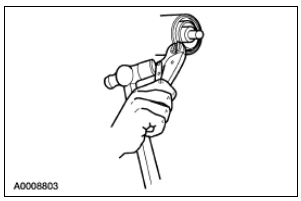
Item 5: Rear Axle Pinion Flange Disassembly Note

1. Using the special tool, remove the rear axle pinion flange.



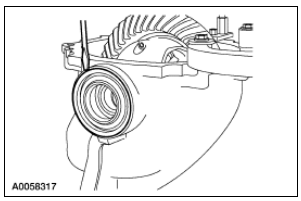
Item 7: Rear Pinion Oil Seal Disassembly Note

1. Use a screwdriver to force up the metal flange of the rear pinion oil seal. Install gripping pliers and strike with a hammer to remove the rear pinion oil seal.

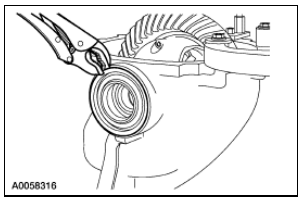


Item 12: Halfshaft Housing Seal Disassembly Note

1. Force up the metal flange on the halfshaft seal.



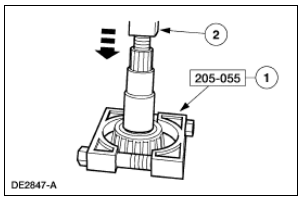
2. Install gripping pliers and strike with a hammer to remove the seal from the housing.



Item 22: Inner Pinion Bearing Disassembly Note

1. Using the special tool and a press, remove the pinion bearing.

1. Position the special tool under the pinion bearing.
2. Using a press, remove the pinion bearing.

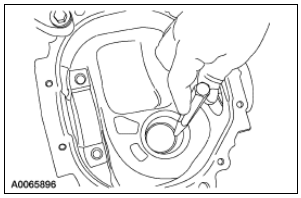


Item 24: Inner Pinion Bearing Cup Disassembly Note

1. Using the drift punch and a hammer, remove the inner pinion bearing cup.

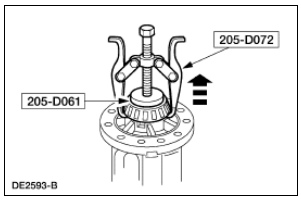
Item 25: Outer Pinion Bearing Cup Disassembly Note

1. Using the commercially available drift punch and a hammer, remove the outer pinion bearing cup.



Item 26: Differential Bearing Disassembly Note

1. Using the special tools, remove the differential bearing.
   - Repeat for the other side.

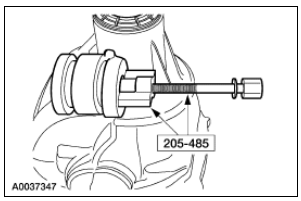


Item 27: Differential Pinion Shaft Roll Pin Disassembly Note

1. Using a drift punch and a hammer, drive the roll pin into the pinion shaft until bottomed. The pinion shaft roll pin will remain in the shaft when the pinion shaft is removed from the case. Drive the roll pin from the pinion shaft after the shaft is removed from the case. Discard the roll pin.

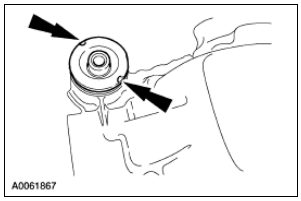
Item 33: Axle Isolator Bushing Disassembly Note

1. Using a hammer and the special tools, remove the rear axle isolator bushing.

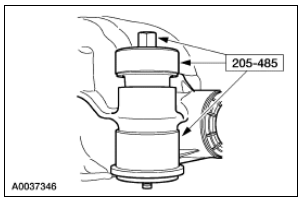


Item 33: Axle Isolator Bushing Assembly Note

1. Align the notches in the bushing at 45° from the fore and aft position.



2. Using the special tools, install the rear axle isolator bushing.



Item 27: Differential Pinion Shaft Roll Pin Assembly Note

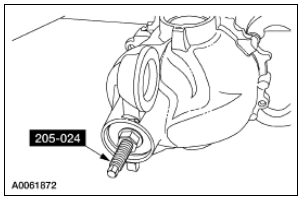
1. ⚠ **CAUTION: Always use a new roll pin.**

   Install the differential shaft roll pin so the top of the roll pin is flush with the differential case.

Item 24 and 25: Outer and Inner Pinion Bearing Cup Assembly Note

1. Coat the new differential drive pinion bearing cup(s) with lubricant.

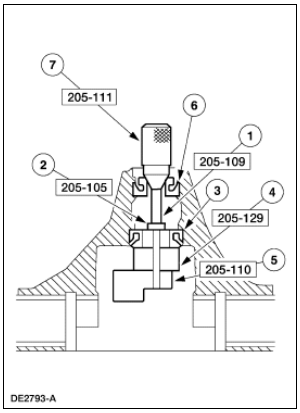
2. Using the special tool, install the differential drive pinion bearing cup(s).
   - Position the bearing cup(s) on the special tool.
   - Position the special tool and the bearing cup(s) in the differential housing.
   - Tighten the special tool to fully seat the bearing cup(s) in the bore(s).



Item 23: Differential Pinion Bearing Adjustment Shim Assembly Note

1. **NOTE:** Apply a light film of lubricant on the front and rear pinion bearings.

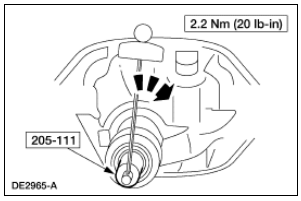
   Install the pinion bearings and special tools as shown.



Item	Part Number	Description
1	205-109	Adapter for 205-S127
2	205-105	Adapter for 205-S127
3	4630	Rear (inner) pinion bearing
4	205-129	Adapter for 205-S127
5	205-110	Adapter for 205-S127
6	4621	Front (outer) pinion bearing
7	205-111	Adapter for 205-S127

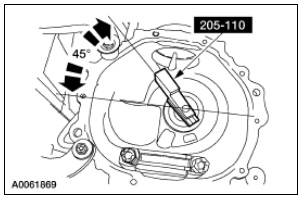
2. **NOTE:** This step duplicates pinion bearing preload.

   Thread the special tool onto the screw and tighten to the specification shown.

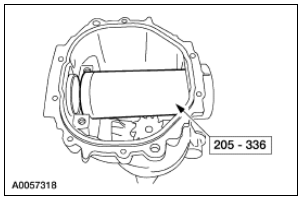


3. ⚠ **CAUTION: Offset the special tool to obtain an accurate reading.**

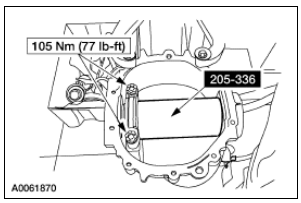
   Rotate the special tool several half turns to seat the pinion bearings. Position the special tool as shown.



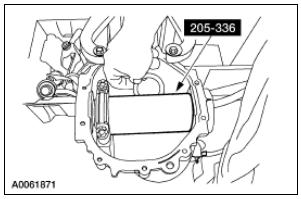
4. Install the special tool.
   - Position the special tool in the differential housing differential bearing seat.



5. Install the differential bearing cap.
   - Seat the special tool in the housing.
   - Position the bearing cap.
   - Torque the cap to specification.



6. Use a drive pinion bearing adjustment shim as a gauge for shim selection. Check the drive pinion bearing adjustment shim thickness between the Gauge Block and the Gauge Tube. A slight drag indicates correct shim selection.



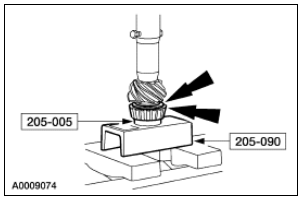
7. Remove all of the special tools.

8. **⚠ CAUTION: Use the same pinion bearings and drive pinion bearing adjustment shim from the drive pinion bearing adjustment shim selection procedure for final assembly.**

   Position the drive pinion bearing adjustment shim and the pinion bearing on the drive pinion gear stem.

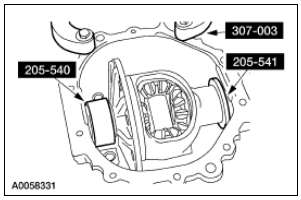
Item 22: Inner Pinion Bearing Assembly Note

1. Using the special tools and a suitable press, firmly seat the drive pinion bearing adjustment shim and pinion bearing on the drive pinion gear stem.

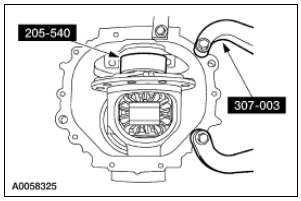


Item 13, Item 14, Item 18 and Item 26: Selective Snap Ring, Differential Bearing Shim, Differential Case and Differential Bearing Assembly Note

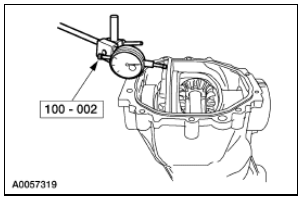
1. Install the special tools on the differential case.



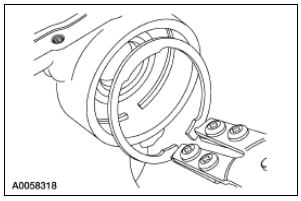
2. Place the differential case with the special tool in the differential housing.



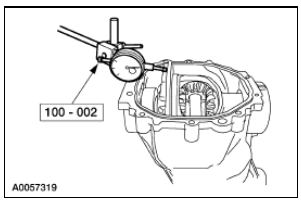
3. Position the special tool on the differential case in the differential housing.



4. Install a unique set-up selective snap ring with a thickness of 0.100 inches.



5. Position the special tool.



6. **NOTE:** Repeat this step until obtaining a consistent reading.

   Measure the total end play.

   - Attach the special tools and position the indicator tip on the machined surface of the differential case flange.
   - Move the differential case to the left and the right (as far as possible).
   - Record the reading in Line A.

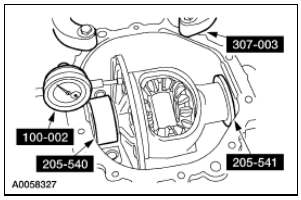
   Differential Bearing Shim Selection Chart

8.0 Inch Lightweight Axle	Example	Actual
Line A Total end play without ring gear	0.230	
Line B Total end play with ring gear	0.193	
Line C Subtract Line B from Line A	0.037	
Line D Initial backlash clearance	0.016	0.016
Line E Set-up snap ring thickness	0.100	0.100
Line F Left Master Bearing compensation	0.100	0.100
Line G Carrier bearing preload	0.012	0.012

   To determine the snap ring thickness, add lines C, D and E (Example: 0.037 + 0.016 + 0.100 = 0.153 snap ring thickness).

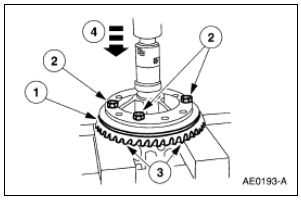
   To determine the bearing shim thickness, add lines A, F and G. Subtract line C and D from the sum. Example:

   - 0.230 + 0.100 + 0.012 = 0.342
   - 0.342 - 0.037 - 0.016 = 0.289 bearing shim thickness

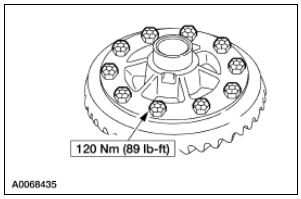


7. Remove the Dial Indicator and the differential case from the differential housing.

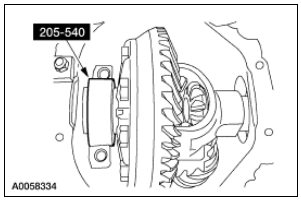
8. Install the differential ring gear.
    1. Place the differential ring gear on the differential case.
    2. Hand start three bolts to align the holes in the differential ring gear and the differential case.
    3. Place the differential case and differential ring gear onto the press bed blocks with the differential ring gear teeth facing downward.
    4. Press the differential ring gear into place.



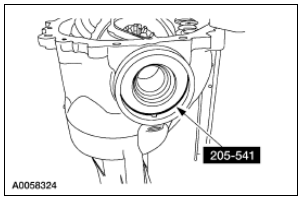
9. Install the remaining bolts.



10. Place the differential case with the special tool into the differential housing.

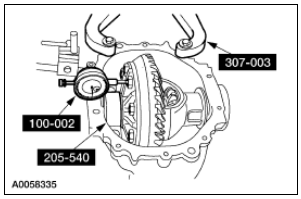


11. Install the special tool.

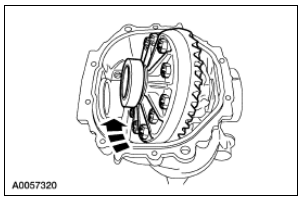


12. Measure the end play.
    - Attach the special tool and position the indicator tip on the machined surface of the differential case flange.
    - Rock the differential ring gear to allow full mesh with the drive pinion gear.
    - With the gears in full mesh, set the special tool to zero.
    - Move the differential case as far as possible to the left and note the reading.
    - Record the reading on the differential bearing shim selection procedure Line B.

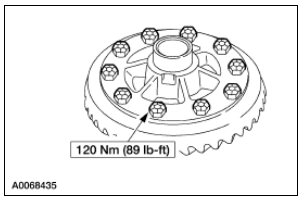
♦ Remove the special tool.



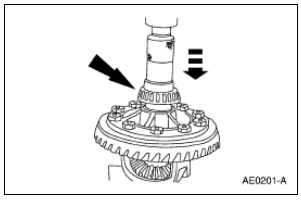
13. Remove the differential case from the differential housing.



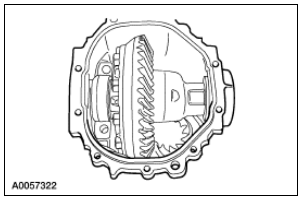
14. Remove the bolts. Apply stud and bearing mount to the bolt threads, and reinstall the bolts.



15. Press the left and right differential bearing on the differential case.



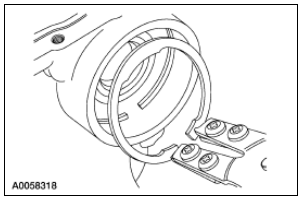
16. Place the differential case and bearing cups in the differential case.



17. **NOTE:** Select the correct size selective snap ring using the differential bearing shim selection chart.

    NOTE: To determine the thickness of the snap ring to be used, subtract Line B from Line A. Add Lines D and E to the difference. This is the thickness of the snap ring required.

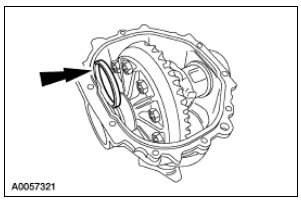
    Place the selective snap ring in the differential housing.



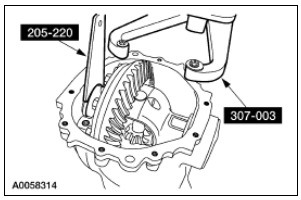
18. **NOTE:** Select the correct size selective bearing shim using the differential bearing shim selection chart.

    NOTE: To determine the thickness of the bearing shim to be used, add Lines A, F and G. Subtract Lines C and D from the sum. This is the thickness of the bearing shim required.

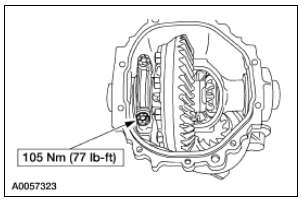
    Position the differential bearing shim indicated by the bearing shim selection chart.



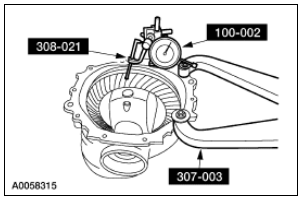
19. Using the special tools, seat the differential bearing shim in the differential housing.



20. Install the differential bearing cap in the original location and tighten the bolts.



21. Using the special tools, measure the differential ring gear backlash at four equally spaced points.
    - Attach the special tool.
    - Position the special tool tip centrally on a drive tooth.
    - Zero the indicator.
    - Turn the differential ring gear without turning the drive pinion gear. Record the indicator reading. The allowable backlash is 0.127 mm (0.005 in) to 0.228 mm (0.009 in) and must not vary more than 0.076 mm (0.003 in) between points measured. A backlash variation of more than 0.076 mm (0.003 in) between points checked indicates gear/case runout.
        - ♦ If backlash is within specifications, install the differential assembly.
        - ♦ To correct for a high or low backlash, proceed as follows.



22. To correct for high or low backlash, increase or decrease the thickness of the differential bearing shim and decrease or increase the thickness of the selective snap ring by the same amount. Refer to the following tables when adjusting the backlash. When the backlash is within specifications, install the differential assembly.

Backlash Change Required		Thickness Change Required	
mm	in	mm	in
0.025	0.001	0.050	0.002
0.050	0.002	0.050	0.002
0.076	0.003	0.101	0.004
0.101	0.004	0.152	0.006
0.127	0.005	0.152	0.006
0.152	0.006	0.203	0.008
0.177	0.007	0.254	0.010
0.203	0.008	0.254	0.010
0.228	0.009	0.304	0.012
0.254	0.010	0.355	0.014
0.279	0.011	0.355	0.014
0.304	0.012	0.406	0.016
0.330	0.013	0.457	0.018
0.335	0.014	0.457	0.018
0.381	0.015	0.508	0.020

Differential Snap Ring Size Chart 13277

Numbers of Stripes and Color Code	Dimension A	
	mm	in
1 YEL	3.15	0.1240
2 YEL	3.17	0.1248
3 YEL	3.19	0.1256
4 YEL	3.21	0.1264
5 YEL	3.23	0.1272
1 WH	3.25	0.1280
2 WH	3.27	0.1287
3 WH	3.29	0.1295
4 WH	3.31	0.1303
5 WH	3.33	0.1311
1 GRN	3.35	0.1319
2 GRN	3.37	0.1327
3 GRN	3.39	0.1335
4 GRN	3.41	0.1343
5 GRN	3.43	0.1350
1 PINK	3.45	0.1358
2 PINK	3.47	0.1366
3 PINK	3.49	0.1374

4 PINK	3.51	0.1382
5 PINK	3.53	0.1390
1 BLU	3.55	0.1398
2 BLU	3.57	0.1406
3 BLU	3.59	0.1413
4 BLU	3.61	0.1421
5 BLU	3.63	0.1429
1 BLK	3.65	0.1437
2 BLK	3.67	0.1445
3 BLK	3.69	0.1453
4 BLK	3.71	0.1461
5 BLK	3.73	0.1469
1 BROWN	3.75	0.1476
2 BROWN	3.77	0.1484
3 BROWN	3.79	0.1492
4 BROWN	3.81	0.1500
5 BROWN	3.83	0.1508
1 YEL/1 BLK	3.85	0.1516
2 YEL/1 BLK	3.87	0.1524
3 YEL/1 BLK	3.89	0.1531
4 YEL/1 BLK	3.91	0.1539
5 YEL/1 BLK	3.93	0.1547
1 WH/1 BLK	3.95	0.1555
2 WH/1 BLK	3.97	0.1563
3 WH/1 BLK	3.99	0.1571
4 WH/1 BLK	4.01	0.1579
5 WH/1 BLK	4.03	0.1587
1 GRN/1 BLK	4.05	0.1594
2 GRN/1 BLK	4.07	0.1602
3 GRN/1 BLK	4.09	0.1610
4 GRN/1 BLK	4.11	0.1618
5 GRN/1 BLK	4.13	0.1626
1 PINK/1 BLK	4.15	0.1634
2 PINK/1 BLK	4.17	0.1642
3 PINK/1 BLK	4.19	0.1650
4 PINK/1 BLK	4.21	0.1657
5 PINK/1 BLK	4.23	0.1665

Differential Shim Size Chart 4067

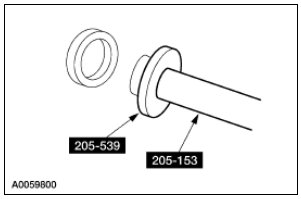
Numbers of Stripes and Color Code	Dimension A	
	mm	in
2 C-COAL	7.7978-7.8105	0.3070-0.3075

1 C-COAL	7.7470-7.7597	0.3050-0.3055
5 BLU	7.6962-7.7089	0.3030-0.3035
4 BLU	7.6454-7.6581	0.3010-0.3015
3 BLU	7.5946-7.6073	0.2990-0.2995
2 BLU	7.5458-7.5565	0.2970-0.2975
5 PINK	7.4422-7.4549	0.2930-0.2935
4 PINK	7.3914-7.4041	0.2910-0.2915
3 PINK	7.3406-7.3533	0.2890-0.2895
2 PINK	7.2898-7.3025	0.2870-0.2875
1 PINK	7.2390-7.2517	0.2850-0.2855
5 GRN	7.1882-7.2009	0.2830-0.2835
4 GRN	7.1374-7.1501	0.2810-0.2815
3 GRN	7.0866-7.0993	0.2790-0.2795
2 GRN	7.0358-7.0485	0.2770-0.2775
1 GRN	6.9850-7.0485	0.2750-0.2755
5 WH	6.9342-6.9469	0.2730-0.2735
4 WH	6.8834-6.8961	0.2710-0.2715
3 WH	6.8326-6.8453	0.2690-0.2695
2 WH	6.7818-6.7945	0.2670-0.2675
1 WH	6.7310-6.7437	0.2650-0.2655
5 YEL	6.6802-6.6929	0.2630-0.2635
4 YEL	6.6294-6.6421	0.2610-0.2615
3 YEL	6.5786-6.5913	0.2590-0.2595
2 YEL	6.5278-6.5405	0.2570-0.2575
1 YEL	6.4770-6.4897	0.2550-0.2555
5 ORNG	6.4262-6.4389	0.2530-0.2535
4 ORNG	6.3754-6.3881	0.2510-0.2515
3 ORNG	6.3246-6.3373	0.2490-0.2495
2 ORNG	6.2738-6.2865	0.2470-0.2475
1 ORNG	6.2223-6.2357	0.2450-0.2455
2 RED	6.1722-6.1849	0.2430-0.2435
1 RED	6.1214-6.1341	0.2410-0.2415

Item 12: Halfshaft Housing Seal Assembly Note

1. **NOTE:** Lubricate the lips of the seal with axle lubricant.

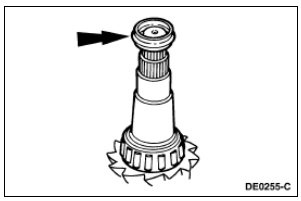
   Using the special tools, install the halfshaft housing seal.



Item 10: Drive Pinion Collapsible Spacer Assembly Note

1. **⚠ CAUTION: Make sure the splines on the drive pinion gear stem are free of burrs. If burrs are evident, remove them using a fine crocus cloth.**

   Place a new differential drive pinion collapsible spacer on the drive pinion gear stem against the pinion stem shoulder.



2. Install the drive pinion gear with the differential drive pinion collapsible spacer in the differential housing.

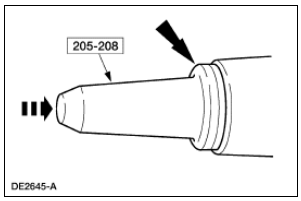
Item 7: Rear Pinion Oil Seal Assembly Note

1. **⚠ CAUTION: Installation without the correct tool can result in early seal failure.**

   ⚠ CAUTION: If the seal becomes misaligned during installation, remove it and install a new one.

   NOTE: Coat the rear axle drive pinion seal lips with grease.

   Using the special tool, install the new rear axle drive pinion seal.

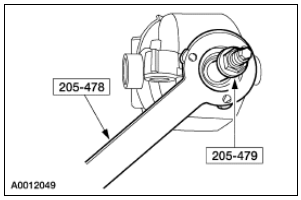


Item 5: Rear Axle Pinion Flange Assembly Note

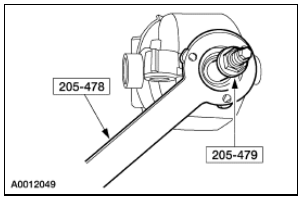
1. **NOTE:** Disregard the index marks if installing a new rear axle pinion flange.

   Position the rear axle pinion flange.

   - Lubricate the rear axle pinion flange splines.
   - Position the rear axle pinion flange.



2. Using the special tools, install the rear axle pinion flange.



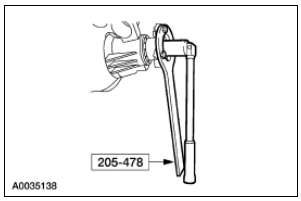
Item 4: Pinion Nut Assembly Note

1. **⚠ CAUTION: Do not, under any circumstance, loosen the nut to reduce preload. If it is necessary to reduce preload, install a new collapsible spacer and nut.**

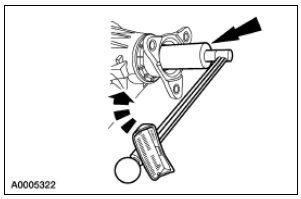
   ⚠ CAUTION: Remove the special tool while taking preload readings with the Nm (inch-pound) torque wrench.

   Use the special tool to hold the pinion flange while tightening the nut.

   - Rotate the pinion occasionally to make sure the differential pinion bearings seat correctly. Take frequent differential pinion bearing preload readings by rotating the pinion with a Nm (inch-pound) torque wrench.



2. Tighten the nut to set the preload.



Brake System Component Location Index

Printable View (114 KB)

Printable View (9 KB)

General Specifications

Item	Specification
Front brake pads lining wear limit (above backing plate or rivets)	2 mm (0.08 in)
Rear brake pads lining wear limit (above brake shoe or rivets)	1 mm (0.04 in)
Lubricant	
High Performance DOT 3 Brake Fluid PM-1 (Canada CXC-31)	ESA-M6C25-A (United States and Canada only)
High Performance DOT 4 Brake Fluid	
High Temperature Nickel Anti-Seize Lubricant XL-2 (Canada CXG-2-B)	ESE-M12A4-A
Brake Disc	
Brake disc minimum thickness	Molded into the brake disc
Brake disc allowable runout on vehicle	0.102 mm (0.004 in)
Brake disc maximum thickness variation	0.01 mm (0.0004 in)

Torque Specifications

Description	Nm	lb-ft
Brake master cylinder tube fitting	13	10
Front brake caliper bleeder screw	13	10
Rear brake caliper bleeder screw	20	15

Brake System Printable View (16 KB)

The brake system consists of the following components:

- a vacuum-assisted power braking system.
- a power adjustable brake pedal with memory function.
- a front-to-rear split hydraulic system.
- front disc brakes utilizing a dual piston brake caliper and disc system.
- rear disc brakes utilizing a single piston brake caliper and disc system.
- an electronic parking brake (EPB) system that actuates a drum-in hat system within the rear brake discs.
- A 4-wheel anti-lock brake system (4WABS) available in 2 variants: 4WABS with Traction Control or 4WABS with Traction Control and Stability Assist (also referred to as Interactive Vehicle Dynamics [IVD] or Advance Trac). For additional information, refer to Section 206-09 .

Adjustable Pedals

The vehicle is equipped with an adjustable brake and accelerator pedal system. Using the adjustable pedal switch, located on the instrument panel, the driver can adjust the brake and accelerator pedals for a more comfortable driving position.

Memory Adjustable Pedal Operation

The power adjustable pedals memory feature stores the current accelerator and brake pedal positions and recalls the previously stored pedal positions for a specified driver as directed by the memory feature. The adjustable pedals with memory feature:

- are operational with the ignition switch ON or OFF.
- can be adjusted forward or rearward using the adjustable pedal switch.
- retains two separate driver's pedal positions.
- updates the retained pedal position when that driver's memory is stored.
- moves the pedal to the retained pedal position when that driver's memory is recalled.
- stops pedal movement when any manual actuation of the pedal adjustment switch occurs while memory recall is moving the pedal.

Programming Adjustable Pedal Positions

Programming adjustable pedal positions can be accomplished by doing the following:

- An adjustable pedal position can be stored at any time. To store the adjustable pedal position to memory, the driver must move the pedals to the preferred position using the adjustable pedal switch. The driver must then depress the memory SET switch, activating the memory SET switch light emitting diode (LED). Within 5 seconds (before the LED goes out) the driver must select memory position 1, or 2.
- If no memory switch input is received within the 5 second time limit, the operation is aborted and the memory SET switch LED is turned OFF. If one of the following inputs is received during the 5 second programming limit, the operation is aborted and the memory SET switch LED is turned OFF:
    - ♦ Adjustable pedal switch

- Power driver seat switch
- Power outside rearview mirrors switch
- Memory SET switch.

Recalling a Stored Adjustable Pedal Position

Once the driver has stored a preferred adjustable pedal position, the driver can recall the setting by depressing the corresponding memory switch, or by using a programmed remote keyless entry transmitter. Recalling a stored adjustable pedal position can be accomplished by doing the following:

- The driver can recall a preferred adjustable pedal position by depressing one of the memory recall switches. Pressing memory switch 1 will initiate a recall of the adjustable pedal position stored in memory no. 1. Pressing memory switch 2 will initiate a recall of the adjustable pedal position stored in memory no. 2.
- A remote keyless entry transmitter can be used to recall previously set memory positions. The remote keyless entry transmitters are manufactured with an assigned personality number (1 or 2). The remote keyless entry transmitter assigned with personality 1 is capable of only recalling memory position 1. Similarly, the remote keyless entry transmitters assigned with personalities 1 and 2 can recall memory positions 1 and 2 respectively.
- Memory recall occurs when the UNLOCK switch is pressed on the remote keyless entry transmitters. A second press of the UNLOCK switch, which unlocks the passenger doors, does not initiate a memory recall.
- A memory recall in progress does not prohibit the initiation of another memory recall; the most recently requested memory recall will be executed. For additional memory system information, refer to Section 418-00 .

Electronic Parking Brake (EPB)

The electronic parking brake (EPB) replaces the function of the conventional hand brake lever system. The EPB has two functions. Its primary function is to hold the vehicle on 30% grade. The secondary function is to be able to decelerate the vehicle by using the EPB as an emergency brake.

The EPB system:

- has a switch located in the front console behind the gear selector. The switch is hardwired to the EPB module. It includes a yellow fault warning lamp.
- has a control module that communicates with the other vehicle modules through the SCP network.
- uses an electric motor and gearbox assembly to apply and release tension on a conventional parking brake cable system.

Electronic Parking Brake (EPB) Operation

Pull the park brake switch upward to engage the parking brake. Release the switch, and it will return to the neutral position. To release the parking brake, make sure the ignition is turned to ON, depress the brake pedal, then push the parking brake switch down. The instrument cluster BRAKE warning lamp will illuminate and will remain illuminated until the parking brake is released.

The EPB will automatically release when the gearshift lever is moved from P (Park) with the ignition ON. The EPB will also disengage if a gear is selected and the accelerator pedal is depressed. The EPB will not release when the release switch is activated. If the battery is disconnected, the EPB system must be reset; the vehicle message center will display "APPLY PARK BRAKE" or "APPLY ((P))".

Electronic Parking Brake (EPB) Resetting

NOTE: The EPB can be released after the battery is reconnected.

The EPB system must be reset whenever the battery has been disconnected or has been in a state of discharge.

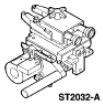
To reset the EPB system, follow the steps.

1. Place gearshift selector in the park position.
2. Turn the ignition switch ON.
3. Depress the brake pedal and at the same time pull on the EPB switch.
4. Then release the EPB switch. To release the EPB switch, push on the EPB switch while depressing the brake pedal.

Brake System

Printable View (208 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation Star (NGS) Tester 418-F052 or equivalent scan tool
ST1137-A	73 III Automotive Multimeter 105-R0057 or equivalent
ST2206-A	ABS and Brake Pressure Test Kit 107-02351 or equivalent
 ST2032-A	On-Car Brake Lathe 201-00002

General Equipment

Die-grinder
Mild Abrasive Disc

Material

Item	Specification
High Performance DOT 3 Motor Vehicle Brake Fluid PM-1 (Canada CXC-31)	ESA-M6C25-A
High Temperature Nickel Anti-Seize Lubricant XL-2 (Canada CXG-2)	ESE-M12A4-A

Inspection and Verification

⚠ WARNING: Use of any brake fluid other than the approved DOT 3 will cause permanent damage to brake components and will render the brakes inoperative.

⚠ WARNING: Brake fluid contains polyglycol ethers and polyglycols. Avoid contact with eyes. Wash hands thoroughly after handling. If brake fluid contacts eyes, flush eyes with running water for 15 minutes. Get medical attention if irritation persists. If taken internally, drink water and induce vomiting. Get medical attention immediately.

⚠ CAUTION: Do not spill brake fluid onto painted surfaces. If spilled, wipe up immediately.

NOTE: Always check the fluid level in the brake master cylinder reservoir before carrying out the test procedures. If the fluid level is not at the correct level, clean the reservoir cap before removing, then add DOT 3 brake fluid.

NOTE: Prior to carrying out any diagnosis, make sure the red brake warning indicator is functional. Refer to Section 413-00 .

The first indication that something may be wrong in the brake system is a change in the feeling through the brake pedal. The brake warning indicator in the instrument cluster and the brake fluid level in the brake master cylinder reservoir are also indicators of system concerns.

If a wheel is locked and the vehicle must be moved, open a bleeder screw at the locked wheel to let out enough fluid to relieve the pressure. Close the bleeder screw. This bleeding operation may release the brakes but will not correct the cause of trouble. If this does not relieve the locked wheel condition, repair the locked components before proceeding.

Inspect all hoses and connections. All unused vacuum connectors should be capped. Make sure hoses and their connections are correctly secured and in good condition with no holes, soft or collapsed areas.

Non-Pressure Leaks

The only part of the brake system that could have a brake fluid loss that does not appear when the system is under pressure is the brake master cylinder reservoir area. Brake fluid loss can be caused by a missing or poorly-fitted brake master cylinder filler cap, a punctured or otherwise damaged brake master cylinder reservoir, a missing or damaged brake master cylinder filler cap gasket, or by missing, damaged or poorly-fitted sealing grommets between the brake master cylinder and the brake master cylinder reservoir.

The brake master cylinder reservoir grommets are not separately serviceable and must be installed new as part of a new brake master cylinder reservoir.

NOTE: The wet appearance on the outer cover of rubber brake hoses is called "sweating." This is a normal condition for neoprene rayon braid hose. The sweating condition is not evidence of a brake fluid leak and will not result in a loss of pressure in the system.

Install a new flexible brake hose if the hose shows signs of softening, cracking or other damage.

When installing a new brake hose, position the hose to avoid contact with other vehicle components.

Road Test

The technician should have a thorough knowledge of the brake system operation and accepted general braking guidelines in order to detect any problems.

Select a road that is reasonably smooth and level. Gravel or bumpy roads are not suitable because the surface does not allow the tires to grip the road equally. Avoid crowned roads.

A key factor in evaluating brake concerns is the deceleration rate. This varies from vehicle to vehicle and with changes in operating conditions. It is evident how well the brakes are working after just a few applications.

For low or spongy brake pedal concerns:

- check and, if necessary, refill the brake master cylinder reservoir.

- bleed the brake system and retest the brake pedal feel.
- if the brake pedal is still low or feels spongy, check the brake pedal mounting for looseness and correct installation. Check the brake booster and the brake master cylinder for loose mounting. Correct as necessary and retest the system for normal operation.

For a slow or incomplete brake pedal return concern:

- inspect for binding, damage, correct installation or interference at the brake pedal.
- check the brake booster for binding, damage and correct installation.

Vibration When Brakes Are Applied

For vibration concerns when brakes are applied, carry out the following procedure.

Visually inspect:

- tire condition and pressure.
- suspension bushings and ball joints.

Correct as necessary.

1. Verify and isolate the concern. Brake roughness can be felt in:
   - the steering wheel.
   - the seat.
   - the brake pedal.

2. After verifying the concern, check for related concerns in the:
   - On-Line Automotive Service Information System (OASIS)
   - Technical Service Bulletins

3. Check wheel bearing end play and correct as necessary.

4. **NOTE:** Begin at the front of the vehicle unless the vibration has been isolated to the rear.

   Remove the tire and wheel.

5. Remove the brake caliper.

6. Measure and record the brake disc thickness. Install a new brake disc if the brake disc thickness is less than 0.60 mm (0.024 in) above the minimum thickness specification. This will make sure that the brake disc thickness will be above minimum thickness after it has been machined.

7. ⚠ **CAUTION: Do not use a bench lathe to machine brake discs.**

   NOTE: The depth of the cut must be between 0.10 and 0.20 mm (0.004 and 0.008 in). Lighter cuts will cause heat and wear. Heavier cuts will cause poor brake disc surface finish.

   Using the special tool, machine the brake discs. Follow the manufacturer's instructions. After machining, make sure the brake disc still meets the thickness specification.

8. Using a dial indicator, verify that the brake disc lateral runout is now within specification.

9. Remove the special tool hub adapter.

10. Remove any remaining metal chips from the machining operation.

11. **NOTE:** Match-mark the brake disc and hub before removing the brake disc.

    Remove the brake disc from the hub:

    - Remove any remaining metal chips from hub and brake disc mounting surfaces and from the ABS sensor.
    - Apply anti-seize lubricant to the mounting surfaces.
    - Using the match marks, mount the brake disc on the hub.

12. Install the brake caliper and check brake operation.

Brake Master Cylinder Normal Conditions

The following conditions are considered normal and are not indications that the brake master cylinder is in need of service.

Condition 1: During normal operation of the brake master cylinder, the fluid level in the brake master cylinder reservoir will rise during brake application and fall during release. The net fluid level (such as after brake application and release) will remain unchanged.

Condition 2: A trace of brake fluid will exist on the booster shell below the master cylinder mounting flange. This results from the normal lubricating action of the master cylinder bore and seal.

Condition 3: Fluid level will decrease with pad wear.

Brake Master Cylinder Abnormal Conditions

Changes in brake pedal feel or travel are indicators that something could be wrong in the brake system. GO to Symptom Chart for abnormal condition diagnosis.

Adjustable Pedals

1. Verify the customer concern by operating the adjustable pedals.

2. Visually inspect for obvious signs of mechanical or electrical damage. Refer to the following chart:

Visual Inspection Chart

Mechanical	Electrical
• Adjustable pedals • Adjustable pedal motor, cables	• Adjustable pedal switch • Central battery junction box (CJB) fuse 30 (10A) • Damaged or corroded connector(s) • Damaged or corroded wiring harness

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the scan tool does not power up, refer to the scan tool manual.

5. Carry out the DATA LINK DIAGNOSTIC TEST. If the scan tool responds with:
   - CKT914, CKT915 or CKT70 ALL ECUS NO RESP/NOT EQUIP, refer to Section 418-00 .
   - NO RESP/NOT EQUIP for Front Electronic Module (FEM), refer to Section 418-00 .
   - System passed, retrieve and record the continuous DTCs and carry out self-test diagnostics for the FEM.

6. If the DTCs retrieved are related to the concern, go to the FEM Diagnostic Trouble Code (DTC) Index.

7. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

Electronic Parking Brake (EPB)

1. Verify the customer concern by operating the EPB system.

2. Visually inspect for obvious signs of mechanical or electrical damage. Refer to the following chart:

Visual Inspection Chart

Mechanical	Electrical
• Parking brake cable(s) • Parking brake actuator • Parking brake shoes or related components • Rear brake caliper	• EPB switch • Front battery junction box (FBJB) fuse 15 (40A) • Battery junction box (BJB) fuse 12 (5A) • Damaged or corroded connector(s) • Damaged or corroded wiring harness • EPB module

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the scan tool does not power up, refer to the scan tool manual.

5. Carry out the DATA LINK DIAGNOSTIC TEST. If the scan tool responds with:
   - CKT914, CKT915 or CKT70 ALL ECUS NO RESP/NOT EQUIP, refer to Section 418-00 .
   - NO RESP/NOT EQUIP for EPB module, refer to Section 418-00 .
   - System passed, retrieve and record the continuous DTCs and carry out self-test diagnostics for the EPB module.

6. If the DTCs retrieved are related to the concern, go to the Electronic Parking Brake (EPB) System Diagnostic Trouble Code (DTC) Index.

7. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

Symptom Chart

Symptom Chart

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU is Defective	FEM	INSTALL a new FEM. REFER to Section 413-00 .
B1990	Pedal Forward/Rearward Potentiometer Feedback Circuit Failure	FEM	Go To Pinpoint Test D .
B2358	Adjustable Pedal Switch Failure	FEM	Go To Pinpoint Test B .

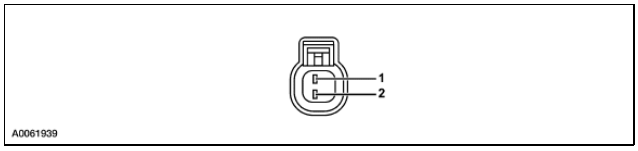
Electronic Parking Brake (EPB) System Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1317	Battery Voltage High	EPB	Go To Pinpoint Test E .
B1318	Battery Voltage Low	EPB	Go To Pinpoint Test E .
B1342	ECU is Defective	EPB	INSTALL a new EPB module. REFER to Parking Brake in this section.
B2477	Module Configuration Failure	EPB	**NOTE:** The EPB module is delivered from the manufacturer with this DTC. The EPB module will not operate until it has been configured. CONFIGURE the EPB module. REFER to Section 418-00 .
C1094	Park Brake Apply Switch Circuit Failure	EPB	Go To Pinpoint Test F .
C1408	Parking Brake Release Switch Circuit Out of Range	EPB	Go To Pinpoint Test O .
C1409	Parking Brake Apply Switch Circuit Out of Range	EPB	Go To Pinpoint Test O .
C1769	Park Brake Apply Switch Circuit Short To Ground	EPB	Go To Pinpoint Test G .
C1782	Park Brake Release Switch Circuit Failure	EPB	Go To Pinpoint Test F .
C1783	Park Brake Release Switch Circuit Short To Ground	EPB	Go To Pinpoint Test G .
C1784	EPB Motor Output Short To Ground	EPB	Go To Pinpoint Test H .
C1785	EPB Motor Output Open Circuit	EPB	Go To Pinpoint Test I .
C1786	EPB Motor Output Battery Short To Ground	EPB	Go To Pinpoint Test J .

C1799	Hall-effect Circuit Failure	EPB	Go To Pinpoint Test K .
C1801	Motor Engage Current Reached Before Full Apply Travel Distance	EPB	Go To Pinpoint Test L .
C1802	Motor Engage Current Not Reached or Traveled Too Far Upon Apply	EPB	Go To Pinpoint Test L .
C1803	Motor Disengage Full Travel Distance Not Reached Upon Release	EPB	Go To Pinpoint Test L .
C1987	Yellow Fault Warning Lamp Indicator Short To Battery	EPB	Go To Pinpoint Test M .
C1988	Yellow Fault Warning Lamp Indicator Circuit Failure	EPB	Go To Pinpoint Test M .
C1989	Parking Brake Apply and Release Switch Contacts Energized Simultaneously	EPB	Go To Pinpoint Test N .
U1027	SCP Invalid Or Missing Data for Engine RPM	EPB	REFER to Section 418-00 .
U1040	SCP Invalid Or Missing Data for Vehicle Speed	EPB	REFER to Section 418-00 .
U1051	SCP Invalid Or Missing Data for Brakes	EPB	REFER to Section 418-00 .
U1058	SCP Invalid Or Missing Data for Transmission/Transaxle	EPB	REFER to Section 418-00 .
U1134	SCP Invalid or Missing Data for Ignition Switch/Starter	EPB	REFER to Section 418-00 .
U1262	SCP Communication Bus Fault	EPB	REFER to Section 418-00 .

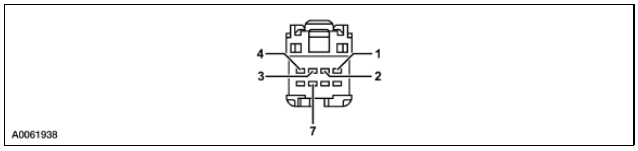
Connector Reference and Terminal Readings

Brake Fluid Level Switch-C124



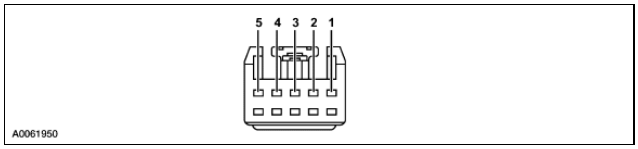
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-GC7 (WH/RD) Brake fluid level switch signal return to instrument cluster	Continuity between brake fluid level indicator switch and instrument cluster.
2	CKT 31-GC7 (BK/BU) Ground circuit for brake indicator lamp when parking brake switch is closed	Continuity between switch and ground, less than 5 ohms resistance to ground when switch is closed.

Adjustable Brake Pedal Switch-C2089



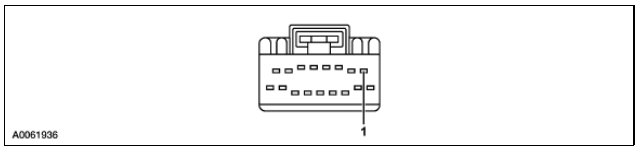
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 31-AL19 (BK/GN) Switch illumination ground	Zero voltage and less than five ohms resistance to chassis ground.
2	CKT 64S-AL19 (BU/BK) Switch illumination power	Greater than 10 volts with headlamp switch ON.
3	CKT 32-AL19 (WH/GN) Ground input to FEM; moves pedal away from driver	Zero voltage and less than five ohms to chassis ground, continuity between switch and FEM module.
4	CKT 31-AL19a (BK/GN) Switch common ground	Zero voltage and less than five ohms resistance to chassis ground.
7	CKT 34-AL19 (BU/BK) Ground input to FEM, moves pedal toward driver	Zero voltage and less than five ohms resistance to chassis ground, continuity between switch and FEM module.

Adjustable Brake Pedal Motor-C268



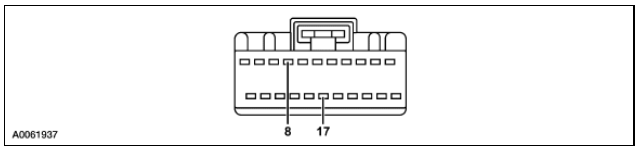
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-AL18 (YE/RD) Adjustable pedal potentiometer (+)	Ten volt reference applied to adjustable pedal potentiometer, continuity between adjustable pedal motor and FEM.
2	CKT 8-AL18 (WH/RD) Pedal position feedback circuit (FEM uses signal to recall pedal position from memory)	Voltage varies with pedal position, continuity between FEM and adjustable pedal motor.
3	CKT 9-AL18 (BN/RD) Adjustable pedal potentiometer signal ground (-) and diagnostic feedback circuit	Resistance between 3,600 and 5,400 ohms, 0 voltage, when connected.
4	CKT 35-AL18 (VT/BU) Adjustable pedal motor forward (toward driver)	Greater than 10 volts when adjustable pedal motor moves forward. Provides ground to adjustable pedal motor when adjustable pedal motor moves rearward.
5	CKT 34-AL18 (BU/RD) Adjustable pedal motor rearward (away from driver)	Greater than 10 volts with adjustable pedal motor moves rearward. Provides ground to adjustable pedal motor when adjustable pedal motor moves forward.

Front Electronic Module (FEM)-C201a



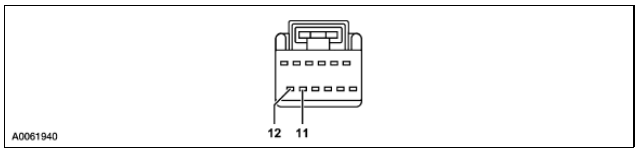
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 29S-DK21 (OG/WH) Power supply to FEM from BJB Fuse 30 (10A)	Greater than ten volts at all times.

Front Electronic Module (FEM)-C201b



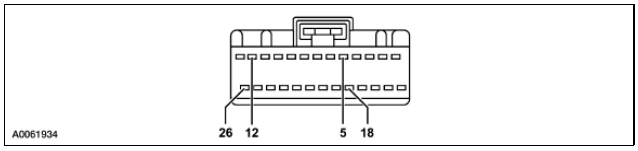
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	CKT 32-AL19 (WH/GN) Ground input to FEM; moves pedal away from driver	Zero voltage and less than five ohms to chassis ground, continuity between switch and FEM module.
17	CKT 34-AL19 (BU/BK) Ground input to FEM, moves pedal toward driver	Zero voltage and less than five ohms resistance to chassis ground, continuity between switch and FEM module.

Front Electronic Module (FEM)-C201c



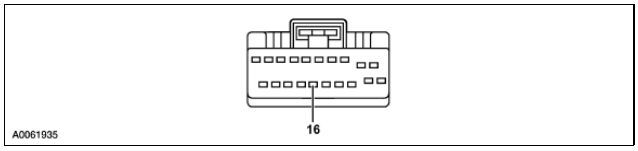
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	CKT 8-GC7 (WH/RD) Brake fluid level sensor output circuit	Greater than ten volts with ignition ON.
12	CKT 31-DK20 (BK/RD) Ground circuit for FEM	Zero voltage and less than five ohms resistance to chassis ground.

Front Electronic Module (FEM)-201e



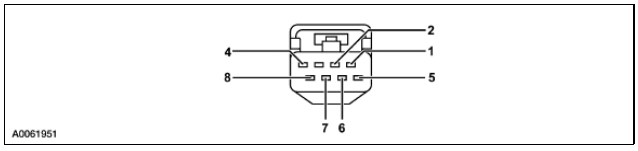
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	CKT 8-AL18 (WH/RD) Pedal position feedback circuit (FEM uses signal to recall pedal position from memory)	Voltage varies with pedal position, continuity between FEM and adjustable pedal motor.
12	CKT 34-AL18 (BK/BU) Adjustable pedal motor rearward (away from driver)	Greater than 10 volts with adjustable pedal motor moves rearward. Provides ground to adjustable pedal motor when adjustable pedal motor moves forward.
18	CKT 9-AL18 (BN/RD) Adjustable pedal potentiometer signal ground to FEM, (-), and diagnostic feedback circuit	Resistance between 3,600 and 5,400 ohms, 0 voltage, when connected.
26	CKT 35-AL18 (VT/BU) Adjustable pedal motor forward (toward driver)	Greater than 10 volts with adjustable pedal motor moves forward. Provides ground to adjustable pedal motor when adjustable pedal motor moves rearward.

Front Electronic Module (FEM)-201f



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
16	CKT 7-AL18 (YE/RD) Adjustable pedal potentiometer (+)	Ten volt reference applied to adjustable pedal potentiometer, continuity between adjustable pedal motor and FEM.

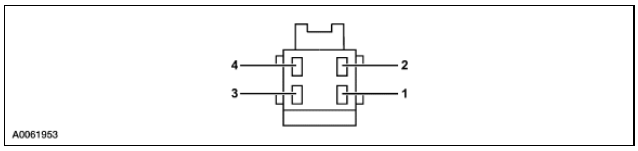
Electronic Parking Brake (EPB) Switch-C3218



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 64S-CG15 (BU/WH) Switch illumination power	Greater than 10 volts with headlamp switch ON.

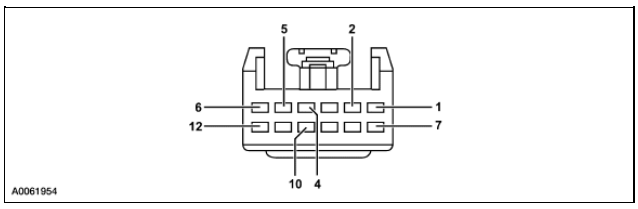
2	CKT 31-CG15 (BK) Switch illumination ground	Zero voltage and less than five ohms resistance to chassis ground.
4	CKT 10-CG15 (GY/VT) EPB module to EPB switch release circuit	EPB module output to EPB switch: open 4.0 volts/closed 2.5 volts.
5	CKT 9-CG15 (BN/BU) EPB switch ground	Continuity between EPB switch and Hall-effect sensor, less than 5 ohms resistance to chassis ground.
6	CKT 31S-CG14 (BK/GN) Yellow EPB indicator lamp ground	Continuity between switch and EPB module, less than 5 ohms resistance to ground (supplied by EPB module) when switch is illuminated.
7	CKT 75-CG14 (YE/GN) Yellow EPB indicator lamp power	Power supplied from BJB fuse 12 (5A), hot at all times.
8	CKT 8-CG15 (WH/BU) EPB module to EPB switch apply circuit	EPB module output to EPB switch: open 4.0 volts/closed 2.5 volts.

Electronic Parking Brake (EPB) Module-C4205a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 30-CG16 (RD/BU) Power to EPB module	Greater than 10 volts at all times supplied by FBJB fuse 15 (40A), hot at all times
2	CKT 33-CG19 (YE/VT) EPB actuator motor (-)	EPB switch at rest: half of B+ voltage/EPB switch applying: 0 voltage/EPB switch releasing: B+ voltage.
3	CKT 32-CG19 (WH/VT) EPB actuator motor (+)	EPB switch at rest: half of B+ voltage/EPB switch applying: B+ voltage/EPB switch releasing: 0 voltage.
4	CKT 31-CG16 (BK/BU) EPB module ground	Zero voltage and less than five ohms resistance to chassis ground.

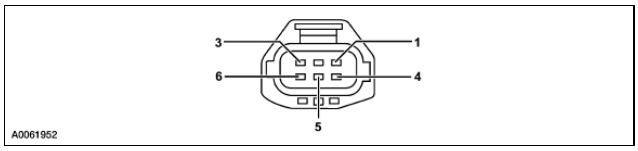
Electronic Parking Brake (EPB) Module-C4205b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 4-CG16 (GY/RD) SCP Bus +	High current (5 volts) with no SCP traffic, when connected.
2	CKT 31S-CG14 (BK/GN) Yellow EPB indicator lamp ground	Continuity between switch and EPB module, less than 5 ohms resistance to

		ground (supplied by EPB module) when switch is illuminated
4	CKT 8-GC20 (WH/VT) Hall-effect signal	Voltage varies directly with EPB actuator rotation, between 0 and 4.4 volts.
5	CKT 8-CG15 (WH/BU) EPB module to EPB switch apply circuit	EPB module output to EPB switch: open 4.0 volts/closed 2.5 volts.
6	CKT 10-CG15 (GY/VT) EPB module to EPB switch release circuit	EPB module output to EPB switch: open 4.0 volts/closed 2.5 volts.
7	CKT 4-CG16 (GY/RD) SCP Bus	Low current (0 volts), with no SCP traffic when connected.
10	CKT 7-CG20 (YE/VT) Hall-effect sensor power	Approximately 2 volts below battery voltage, output from EPB module to EPB sensor.
12	CKT 9-CG20 (BN/WH) Hall-effect sensor and switch ground	Zero voltage, less than 5 ohms resistance to ground (supplied by EPB module)

Electronic Parking Brake (EPB) Actuator-C4206



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 32-CG19 (WH/VT) EPB actuator motor (+)	EPB switch at rest: half of B+ voltage/EPB switch applying: B+ voltage/EPB switch releasing: 0 voltage.
3	CKT 7-CG20 (YE/VT) Hall-effect sensor power	Approximately 2 volts output from EPB module to EPB sensor.
4	CKT 8-CG20 (WH/VT) Hall-effect signal	Voltage varies directly with EPB actuator rotation between 0 and 4.4 volts.
5	CKT 9-CG20 (BN/WH) Hall-effect sensor ground	Zero voltage and less than 5 ohms to chassis ground.
6	CKT 33-CG19 (YE/VT) EPB actuator motor (-)	EPB switch at rest: half of B+ voltage/EPB switch applying: 0 voltage/EPB switch releasing: B+ voltage.

Pinpoint Tests

Pinpoint Test A: The Red Brake Warning Indicator Lamp Stays On

Refer to Wiring Diagrams Cell 60 for schematic and connector information.

Normal Operation

The red brake warning indicator is located on the instrument cluster. When the brake fluid in the brake master cylinder reservoir is below an acceptable level, and when the parking brake is engaged, the red brake warning will illuminate.

Possible Causes

- Low brake fluid level
- Parking brake engaged
- An open circuit in the brake fluid level switch return ground circuit 31-CG7 (BK/BU)
- A short to ground in circuit 8-GC7 (WH/RD)
- An open circuit in the brake fluid level switch input signal circuit 8-GC7 (WH/RD)
- A defective low brake fluid level switch
- Front electronic module (FEM)
- Instrument cluster

PINPOINT TEST A: RED BRAKE WARNING INDICATOR ALWAYS ON

Test Step	Result / Action to Take
A1 ISOLATE THE BRAKE FLUID LEVEL SWITCH	
• Key in OFF position. • Disconnect: Brake Fluid Level Switch C124. • Key in ON position. • Connect a fused jumper wire between the brake fluid level indicator switch between C124-1, circuit 8-GC7 (WH/RD) and the brake fluid level indicator switch C124-2, circuit 31-CG7 (BK/BU). • **Is the brake indicator lamp on?**	**Yes** GO to A2 . **No** INSTALL a new brake fluid level switch. TEST the system for normal operation.
A2 CHECK CIRCUIT 8-GC7 (WH/RD) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: FEM C201c. • Measure the resistance between brake fluid level switch 124-1, circuit 8-GC7 (WH/RD) and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to A3 . **No** REPAIR the short to ground in circuit 8-GC7 (WH/RD). TEST the system for normal operation.
A3 CHECK CIRCUITS 8-GC7 (WH/RD) FOR AN OPEN	
• Measure the resistance between the FEM C201c-11, circuit 8-GC7 (WH/RD) and brake fluid level switch connector C124-2, circuit 8-GC7 (WH/RD). • **Is the resistance less than 5 ohms?**	**Yes** GO to A4 . **No** REPAIR the open in circuit 8-GC7 (WH/RD). TEST the system for normal operation.
A4 CHECK CIRCUITS 31-GC7 (BK/BU) FOR AN OPEN	
• Measure the resistance between the brake fluid level switch C124-2, circuit 31-GC7 (BK/BU) and ground. • **Is the resistance less than 5 ohms?**	**Yes** CHECK the FEM for further faults. REFER to Section 413-00 . TEST the system for normal operation. **No** REPAIR the open in circuit 31-GC7 (BK/BU). TEST the system for normal operation.

Pinpoint Test B: DTC B2358: Adjustable Pedal Switch Failure

Refer to Wiring Diagrams Cell 127 for schematic and connector information.

Normal Operation

The adjustable brake and accelerator pedals with memory feature are controlled by the front electronic module (FEM) and are operational with the ignition switch ON or OFF. The FEM supplies power to the adjustable pedal two-way motor until the switch is released, or until the travel limit is reached. The memory feature allows the driver to program a personalized pedal position that can be recalled using the memory switches or remote keyless entry transmitters.

Possible Causes

- Adjustable pedal switch
- Circuit 31-AL19a (BK/GN)

PINPOINT TEST B: DTC B2358: ADJUSTABLE PEDAL SWITCH FAILURE

Test Step	Result / Action to Take
B1 CHECK THE ADJUSTABLE PEDAL SWITCH RWD	
• Disconnect: Adjustable Pedal Switch C268. • Push the adjustable pedal switch DOWN and measure the resistance between C268-3, circuit 32-AL19 (WH/GN) and C268-4, circuit 31-AL19a (BK/GN). • **Is the resistance less than 5 ohms?**	**Yes** GO to B2 . **No** INSTALL a new adjustable pedal switch. CLEAR the DTC. REPEAT the self-test. TEST the system for normal operation.
B2 CHECK THE ADJUSTABLE PEDAL SWITCH FWD	
• Push the adjustable pedal switch UP and measure the resistance between C268-7, circuit 34-AL19 (BU/BK) and C268-4, circuit 31-AL19a (BK/GN). • **Is the resistance less than 5 ohms?**	**Yes** GO to B3 . **No** INSTALL a new adjustable pedal switch. CLEAR the DTC. REPEAT the self-test. TEST the system for normal operation.
B3 CHECK CIRCUIT 31-AL19a (BK/GN)	
• Measure the resistance between C268-4, circuit 31-AL19a (BK/GN) and chassis ground. • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new adjustable pedal switch. CLEAR the DTC. REPEAT the self-test. TEST the system for normal operation. **No** REPAIR circuit 31-AL19a (BK/GN). CLEAR the DTC. REPEAT the self-test. TEST the system for normal operation.

Pinpoint Test C: The Adjustable Pedal Does Not Operate

Refer to Wiring Diagrams Cell 127 for schematic and connector information.

Normal Operation

The adjustable brake pedals operate forward or rearward when the adjustable pedal switch is pushed in either direction and current flows from the FEM module through circuit 34-AL19 (BU/BK) or circuit 32-AL19 (WH/GN). Ground to the switch is supplied by circuit 31-AL19a (BK/GN). The adjustable pedal motor receives power from the FEM through circuit 34-AL18 (BU/RD) (rearward) or circuit 35-AL18 (VT/BU (forward). The adjustable motor connects to a cable that transmits motor rotation into the adjustable brake pedal assembly. Another cable transmits motor rotation between the brake pedal assembly and the accelerator pedal assembly.

Possible Causes

- Adjustable pedal motor
- Circuits 34-AL19 (BU/BK), 32-AL19 (WH/GN), 31-AL19a (BK/GN), 34-AL18 (BU/RD) or 35-AL18 (VT/BU)
- Adjustable pedal motor cables
- Manual switch

PINPOINT TEST C: PINPOINT TEST C: THE ADJUSTABLE PEDAL DOES NOT OPERATE

Test Step	Result / Action to Take
C1 CHECK MOTOR SOUND	
• Allow two minutes for the thermal overload to reset. • Operate the adjustable pedal control switch. • **Can the adjustable pedal motor be heard to operate?**	**Yes** GO to C2 **No** GO to C5 .
C2 CHECK MOTOR INSTALLATION	
• Check adjustable pedal motor for correct installation. • **Is the motor installation OK?**	**Yes** GO to C3 **No** CORRECT the motor installation. TEST the system for normal operation.
C3 CHECK ADJUSTABLE ACCELERATOR PEDAL SYSTEM	
• Disconnect the brake pedal-to-accelerator pedal cable. • Operate the adjustable pedal control switch. • **Does the adjustable brake pedal operate now?**	**Yes** REPAIR the adjustable accelerator pedal system. REFER to Section 310-00 . TEST the system for normal operation. **No** GO to C4 .
C4 INSPECT FOR FOREIGN MATERIAL	
• Inspect the adjustable brake pedal assembly for foreign material causing a binding condition. • **Was any foreign material found?**	**Yes** REMOVE the foreign material. RETEST for normal operation. **No** GO to C5 .

C5 CHECK CABLE	
• Dismount the adjustable pedal motor. • Inspect the ends of the brake pedal motor cable for wear or damage. • **Are the cable ends OK?**	**Yes** GO to C6 . **No** INSTALL a new brake pedal motor cable. TEST the system for normal operation.
C6 CHECK POWER TO SWITCH	
• Disconnect: Adjustable Pedal Switch C2089. • Measure the voltage at C2089-3, circuit 32-AL19 (WH/GN) and C2089-7, circuit 34-AL19 (BU/BK). • **Is the voltage greater than 10 V?**	**Yes** GO to C7 . **No** REPAIR circuit in question. TEST the system for normal operation.
C7 CHECK GROUND TO SWITCH	
• Measure resistance to ground at C2089-4, circuit 31-AL19A (BK/GN). • **Is the resistance less than 5 ohms?**	**Yes** GO to C8 . **No** REPAIR the open circuit. TEST the system for normal operation.
C8 CHECK CIRCUITS FOR SHORT TO BATTERY	
• Disconnect FEM C201b • Measure voltage at C2089-3 and C2089-7. • **Is the voltage greater than 0 V at either pin?**	**Yes** REPAIR the short to battery. TEST the system for normal operation. **No** GO to C9 .
C9 CHECK CIRCUITS FOR SHORT TO GROUND	
• Measure resistance to ground at C2089-3 and C2089-7. • **Are the resistance greater than 10,000 ohms?**	**Yes** GO to C10 . **No** REPAIR the grounded circuit. TEST the system for normal operation.
C10 CHECK SWITCH-TO-MOTOR CIRCUITS CONTINUITY	
• Connect: Adjustable Pedal Switch C2089. • Disconnect: Adjustable Pedal Motor C268. • Measure resistance to ground at both pins of the adjustable pedal motor connector, circuits 34-AL19 (BU/RD) and 35-AL18 (VT/BU). • **Is the resistance less than 5 ohms at both pins?**	**Yes** INSTALL a new adjustable pedal motor. TEST the system for normal operation. **No** REPAIR the open circuit. TEST the system for normal operation.

Pinpoint Test D: DTC B1990: Pedal Forward/Rearward Potentiometer Feedback Circuit Failure

Refer to Wiring Diagrams Cell 127 for schematic and connector information.

Normal Operation

The adjustable brake and accelerator pedals with memory feature are controlled by the front electronic module (FEM) and are operational with the ignition switch ON or OFF. The FEM supplies power to the adjustable pedal two-way motor until the switch is released, or until the travel limit is reached. The memory feature allows the driver to program a personalized pedal position that can be recalled using the memory switches or remote keyless entry transmitters.

Possible Causes

- Adjustable pedal motor feedback circuits 8-AL18 (WH/RD), circuit 7-AL18 (YE/RD), or circuit 9-AL18 (BN/RD)
- FEM
- Adjustable pedal potentiometer

PINPOINT TEST D: DTC B1990: PEDAL FORWARD/REARWARD FEEDBACK CIRCUIT FAILURE

Test Step	Result / Action to Take
D1 CHECK FEM FOR CORRECT OUTPUT PIDs	
• Use the adjustable pedal switch to move the pedals to a central position. • Monitor the FEM pedal position PID while moving the adjustable pedal switch into the FWD position, then into the RWD position. • **Does the PID value decrease with forward movement, and increase with rearward movement, throughout the pedal's entire travel?**	**Yes** REFER to Section 418-00 for further diagnosis. CLEAR the DTC(s). REPEAT the self-test. **No** GO to D2 .
D2 CHECK ADJUSTABLE PEDAL MOTOR CIRCUITS FOR SHORT TO POWER	
• Disconnect: FEM C201e. • Disconnect: FEM C201f. • Disconnect: Adjustable Pedal Motor C268. • Measure the voltage between adjustable pedal motor C268-2, circuit 8-AL18 (WH/RD), harness side and ground; and between adjustable pedal motor C268-1, circuit 7-AL18 (YE/RD), harness side and ground; and between adjustable pedal motor C268-3, circuit 9-AL18 (BN/RD), harness side and ground. • **Are the voltages greater than 10 volts?**	**Yes** REPAIR the affected circuit. CLEAR the DTC(s). REPEAT the self-test. **No** GO to D3 .
D3 CHECK ADJUSTABLE PEDAL MOTOR CIRCUITS FOR SHORT TO GROUND	
• Measure the resistance between adjustable pedal motor C268-2, circuit 8-AL18 (WH/RD), harness side and ground; and between adjustable pedal motor C268-1, circuit 7-AL18 (YE/RD), harness side and ground; and between adjustable pedal motor C268-3, circuit 8-AL18 (WH/RD), harness side and ground. • **Are the resistances less than 10,000 ohms?**	**Yes** GO to D4 . **No** REPAIR the affected circuit. CLEAR the DTC(s). REPEAT the self-test.
D4 CHECK ADJUSTABLE PEDAL MOTOR CIRCUITS FOR AN OPEN	

• Measure the resistance between adjustable pedal motor C268-2, circuit 8-AL18 (WH/RD), harness side and FEM C201e-5, circuit 8-AL18 (WH/RD), harness side; and between adjustable pedal motor C268-1, circuit 7-AL18 (YE/RD), harness side and FEM C201f-16, circuit 7-AL18 (YE/RD), harness side; and between adjustable pedal motor C268-3, circuit 9-AL18 (BN/RD), harness side and C201e-18, circuit 9-AL18 (BN/RD), harness side. • **Are the resistances less than 5 ohms?**	**Yes** GO to D5 . **No** REPAIR the affected circuit. CLEAR the DTC(s). REPEAT the self-test.
D5 CHECK ADJUSTABLE PEDAL POTENTIOMETER	
• Disconnect: Adjustable Pedal Potentiometer C268. • Measure the resistance between C268-2, circuit 8-AL18 (WH/RD), and C268-1, circuit 7-AL18 (YE/RD), harness side; and between C268-2, circuit 8-AL18 (WH/RD) and C268-3, circuit 9-AL18 (BN/RD) component side. • **Are the resistances between 5,400 ohms and 3,700 ohms?**	**Yes** INSTALL a new FEM. REFER to Section 418-00 . CLEAR the DTC(s). REPEAT the self-test. **No** INSTALL a new adjustable pedal motor. CLEAR the DTC(s). REPEAT the self-test.

Pinpoint Test E: DTC B1317/B1318 Battery Voltage High/Low

Refer to Wiring Diagrams Cell 127 for schematic and connector information.

Normal Operation

The vehicle electrical system supplies 12 volts to the EPB module.

Voltage is supplied by circuit 30-CG16 (RD/BU) (power hot at all times). Ground is supplied by circuit 31-CG16 (BK/BU).

Possible Causes

- Charging system.
- Battery.
- Ground circuit 31-CG16 (BK/BU).
- Power supply circuit 30-CG16 (RD/BU).

PINPOINT TEST E: DTC B1317/B1318 BATTERY VOLTAGE HIGH/LOW

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
E1 CHECK THE BATTERY VOLTAGE	
• Measure the battery voltage between the positive and negative battery posts with the key ON engine OFF (KOEO), and with the engine running.	**Yes** GO to E2 . **No** REFER to Section 414-00 . CLEAR the DTC(s). REPEAT the self-test. RESET the EPB system.

• **Is the battery voltage between 10 and 13 volts with KOEO, and between 11 and 17 volts with the engine running?**	REFER to Electronic Parking Brake (EPB) Resetting in this section.
E2 CHECK VOLTAGE TO THE EPB MODULE	
• Disconnect: EPB Module C4205a. • Measure the voltage between EPB module C4205a-1, circuit 30-CG16 (RD/BU), harness side and ground. • **Is the voltage greater than 10 volts?**	**Yes** GO to E3 . **No** REPAIR circuit 30-CG16 (RD/BU). CLEAR the DTC. REPEAT the self-test.
E3 CHECK THE EPB MODULE GROUND	
• Key in OFF position. • Measure the resistance between EPB module C4205a-4, circuit 31-CG16 (BK/BU), harness side, and ground. • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new EPB module. REFER to Parking Brake in this section. REPEAT the self-test. **No** REPAIR circuit 31-CG16 (BK/BU). CLEAR the DTC(s). REPEAT the self-test.

Pinpoint Test F: DTC C1094/C1782: Park Brake Apply/Release Switch Circuit Failure

Refer to Wiring Diagrams Cell 127 for schematic and connector information.

Normal Operation

The electronic parking brake (EPB) switch circuits 8-CG15 (WH/BU) and 10-CG15 (GY/VT) receive a reference voltage from the EPB module when the switch is in its neutral position. This voltage is between 3.5 and 4.5 volts. When the switch contacts close on the apply or release side, a resistor inside the switch is shorted, causing a voltage on switch circuits 8-CG15 (WH/BU) or 10-CG15 (GY/VT) to change from 1.5-3.0 volts. When the EPB module receives this voltage range on the apply or release circuit, an output signal is generated to the actuator to apply or release the EPB.

Possible Causes

- EPB switch
- Circuit 8-CG15 (WH/BU)
- Circuit 10-CG15 (GY/VT)
- EPB module

PINPOINT TEST F: DTC C1094/C1782: PARK BRAKE APPLY/RELEASE SWITCH CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
F1 CHECK THE EPB SWITCH	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Disconnect: EPB Switch C3218. • Measure the resistance between EPB switch C3218-8 and C3218-5 while the EPB switch is in the apply position or between EPB switch C3218-4 and	**Yes** GO to F2 . **No** INSTALL a new EPB switch. CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic

C3218-5 while the EPB switch is in the release position. • **Is the resistance between 65 and 225 ohms in the apply position and between 351 and 1,350 ohms in the release position?**	Parking Brake (EPB) Resetting in this section.
F2 CHECK CIRCUIT 8-CG15 (WH/BU) FOR A SHORT TO POWER	
• Measure the voltage between EPB switch C3218-8 circuit 8-CG15 (WH/BU), harness side and ground. • **Is voltage present?**	**Yes** REPAIR circuit 8-CG15 (WH/BU). CLEAR the DTC. RESET the EPB module. REFER to Electronic Parking Brake (EPB) Resetting in this section. REPEAT the self-test. **No** GO to F3 .
F3 CHECK CIRCUIT 8-CG15 (WH/BU) FOR AN OPEN	
• Disconnect: EPB Module C4205b. • Measure the resistance between EPB module C4205b-5 and EPB switch C3218-8 circuit 8-CG15 (WH/BU), harness side. • **Is the resistance less than 5 ohms?**	**Yes** GO to F4 . **No** REPAIR circuit 8-CG15 (WH/BU). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
F4 CHECK CIRCUIT 10-CG15 (GY/VT) FOR A SHORT TO POWER	
• Measure the voltage between EPB switch C3218-4 circuit 10-CG15 (GY/VT), harness side and ground. • **Is voltage present?**	**Yes** REPAIR circuit 10-CG15 (GY/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section. **No** GO to F5 .
F5 CHECK CIRCUIT 10-CG15 (GY/VT) FOR AN OPEN	
• Measure the resistance between EPB module C4205b-6 and EPB switch C3218-4 circuit 10-CG15 (GY/VT), harness side. • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new EPB module. REFER to Parking Brake . REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section. **No** REPAIR circuit 10-CG15 (GY/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting

	in this section.

Pinpoint Test G: DTC C1769/C1783: Park Brake Apply/Release Switch Circuit Short To Ground

Refer to Wiring Diagrams Cell 127 for schematic and connector information.

Normal Operation

The electronic parking brake (EPB) switch circuits 8-CG15 (WH/BU) and 10-CG15 (GY/VT) receive a reference voltage from the EPB module when the switch is in its neutral position. This voltage is between 3.5 and 4.5 volts. When the switch contacts close on the apply or release side, a resistor inside the switch is shorted, causing the voltage on switch circuits 8-CG15 (WH/BU) or 10-CG15 (GY/VT) to change from 1.5 to 3.0 volts. When the EPB module receives this voltage range on the apply or release circuit, an output signal is generated to the actuator to apply or release the EPB.

Possible Causes

- Circuit 8-CG15 (WH/BU)
- Circuit 10-CG15 (GY/VT)
- EPB module
- EPB switch

PINPOINT TEST G: DTC C1769/C1783: PARK BRAKE APPLY/RELEASE SWITCH SHORT TO GROUND

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
G1 RETRIEVE THE DTCs	
• Connect the diagnostic tool. • Enter the following diagnostic mode on the diagnostic tool: Retrieve the DTC(s). • **Is DTC C1769 or C1783 retrieved?**	**Yes** GO to G2 . **No** If DTC C1783 is retrieved, GO to G3 .
G2 CHECK CIRCUIT 8-CG15 (WH/BU)	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Disconnect: EPB Switch C3218. • Measure the resistance between EPB switch C3218-8 circuit 8-CG15 (WH/BU), harness side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to G3 . **No** REPAIR circuit 8-CG15 (WH/BU). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
G3 CHECK CIRCUIT 10-CG15 (GY/VT)	
• Measure the resistance between EPB switch C3218-4 circuit 10-CG15 (GY/VT), harness side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to G4 . **No** REPAIR circuit 10-CG15 (GY/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
G4 CHECK EPB SWITCH PIDs	

• Using the scan tool, monitor the EPB apply, neutral and release PIDs while pulling and releasing then pressing and releasing the EPB switch. • **Do the EPB PIDs match the EPB switch positions?**	**Yes** INSTALL a new EPB module. REFER to Parking Brake . REPEAT the self-test. **No** INSTALL a new EPB switch. CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.

Pinpoint Test H: DTC C1784: EPB Motor Output Short To Ground

Refer to Wiring Diagrams Cell 129 for schematic and connector information.

Normal Operation

The electronic parking brake (EPB) two-way motor receives power from circuit 32-CG19 (WH/VT) or 33-CG19 (YE/VT), depending the direction of the motor revolution. When the EPB applies, circuit 32-CG19 (WH/VT) is equal to battery voltage and circuit 33-CG19 (YE/VT) is equal to zero volts. When the EPB releases, 32-CR19 (YE/VT) is equal to zero volts and 33-CT19 (YE/VT) is equal to battery voltage. Otherwise both circuits are at one half of battery voltage.

Possible Causes
- Circuit 32-CG19 (WH/VT)
- Circuit 33-CG19 (YE/VT)
- EPB module
- EPB switch
- EPB actuator

PINPOINT TEST H: C1784: EPB MOTOR OUTPUT CIRCUIT SHORT TO GROUND

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
H1 CHECK CIRCUIT 32-CG19 (WH/VT) FOR A SHORT TO GROUND	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Disconnect: EPB Module C4205a. • Measure the resistance between EPB module C4205a-3 circuit 32-CG19 (WH/VT), harness side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to H2 . **No** REPAIR circuit 32-CG19 (WH/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
H2 CHECK CIRCUIT 33-CG19 (YE/VT) FOR A SHORT TO GROUND	
• Measure the resistance between EPB module C4205a-2 circuit 33-CG19 (YE/VT), harness side and ground.	**Yes** INSTALL a new EPB module. REFER to Parking Brake in this section. REPEAT the self-test. **No**

• **Is the resistance greater than 10,000 ohms?**	REPAIR circuit 33-CG19 (YE/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.

Pinpoint Test I: DTC C1785: EPB Motor Output Open Circuit

Refer to Wiring Diagrams Cell 129 for schematic and connector information.

Normal Operation

The electronic parking brake (EPB) two-way motor receives power from circuit 32-CG19 (WH/VT) or 33-CG19 (YE/VT), depending on the direction of the motor revolution. When the EPB applies, circuit 32-CG19 (WH/VT) is equal to battery voltage and circuit 33-CG19 (YE/VT) is equal to zero volts. When the EPB releases, 32-CR19 (YE/VT) is equal to zero volts and 33-CT19 (YE/VT) is equal to battery voltage. Otherwise both circuits are at one half of battery voltage.

Possible Causes

- Circuit 32-CG19 (WH/VT)
- Circuit 33-CG19 (YE/VT)
- EPB actuator
- EPB module

PINPOINT TEST I: DTC C1785: EPB MOTOR OUTPUT OPEN CIRCUIT

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
I1 CHECK CIRCUIT 32-CG19 (WH/VT) FOR AN OPEN	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Disconnect: EPB Module C4205a. • Disconnect: EPB Actuator C4206. • Measure the resistance between EPB module C4205a-3 and EPB actuator C4206-1 circuit 32-CG19 (WH/VT), harness side. • **Is the resistance less than 5 ohms?**	**Yes** GO to I2 . **No** REPAIR circuit 32-CG19 (WH/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
I2 CHECK CIRCUIT 33-CG19 (YE/VT) FOR AN OPEN	
• Measure the resistance between EPB module C4205a-2 and EPB actuator C4206-6 circuit 33-CG19 (YE/VT), harness side. • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new EPB module. RETEST the EPB system. **No** REPAIR circuit 33-CG19 (YE/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.

Pinpoint Test J: DTC C1786: EPB Motor Output Circuit Short To Battery

Refer to Wiring Diagrams Cell 127 for schematic and connector information.

Normal Operation

The electronic parking brake (EPB) two-way motor receives power from circuit 32-CG19 (WH/VT) or 33-CG19 (YE/VT), depending on the direction of the motor revolution. When the EPB applies, circuit 32-CG19 (WH/VT) is equal to battery voltage and circuit 33-CG19 (YE/VT) is equal to zero volts. When the EPB releases, 32-CR19 (YE/VT) is equal to zero volts and 33-CT19 (YE/VT) is equal to battery voltage. Otherwise both circuits are at one half of battery voltage.

Possible Causes

- Circuit 32-CG19 (WH/VT)
- Circuit 33-CG19 (YE/VT)
- EPB actuator
- EPB module

PINPOINT TEST J: DTC C1786: EPB MOTOR OUTPUT CIRCUIT SHORT TO BATTERY

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
J1 CHECK CIRCUIT 32-CG19 (WH/VT) FOR A SHORT TO BATTERY	
• Disconnect: EPB Module C4205a. • Disconnect: EPB Actuator C4206. • Measure the voltage between EPB module C4205a-3 circuit 32-CG19 (WH/VT), harness side and ground. • **Is voltage present?**	**Yes** REPAIR circuit 32-CG19 (WH/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section. **No** GO to J2 .
J2 CHECK CIRCUIT 33-CG19 (YE/VT) FOR A SHORT TO BATTERY	
• Measure the voltage between EPB module C4205a-2 circuit 33-CG19 (YE/VT), harness side and ground. • **Is voltage present?**	**Yes** REPAIR circuit 33-CG19 (YE/VT). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section. **No** GO to J3 .
J3 CHECK EPB ACTUATOR MOTOR (+)	
• Connect: EPB Actuator C4206. • Measure the voltage between EPB module C4205a-3 circuit 32-CG19 (WH/VT), harness side and ground. • **Is voltage present?**	**Yes** INSTALL a new EPB actuator. REFER to Parking Brake . REPEAT the self-test. **No** GO to J4 .
J4 CHECK EPB ACTUATOR MOTOR (-)	
	Yes

• Measure the voltage between EPB module C4205a-2 circuit 33-CG19 (YE/VT), harness side and ground. • **Is voltage present?**	INSTALL a new EPB actuator. REFER to Parking Brake . CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section. **No** INSTALL a new EPB module. REFER to Parking Brake . RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.

Pinpoint Test K: DTC C1799: EPB Hall-Effect Circuit Failure

Refer to Wiring Diagrams Cell 129 for schematic and connector information.

Normal Operation

The EPB actuator contains a Hall-effect sensor, which the EPB module uses to determine how long the EPB motor is required to run during an application or release of the parking brake. The Hall-effect sensor receives power (approximately 2 volts below battery voltage) from the EPB module through circuit 7-CG20(YE/VT). Circuit 8-CG20 (WH/VT) provides a signal to the EPB module and this signal will vary between 0 and 4.4 volts when the EPB motor is rotating. The voltage varies due to the presence of a magnetic field, which is being detected by the Hall-effect sensor. Ground to the Hall-effect sensor is supplied by circuit 9-CG20 (BN/VT).

Possible Causes

- Circuit 7-CG20 (YE/VT)
- Circuit 8-CG20 (WH/VT)
- Circuit 9-CG20 (BN/VT)
- EPB actuator
- EPB module

PINPOINT TEST K: DTC C1799: EPB HALL EFFECT FAILURE

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
K1 CHECK THE HALL EFFECT CIRCUITS FOR A SHORT TO POWER	
• Disconnect: EPB Module C4205B. • Disconnect: EPB Actuator C4206. • Measure the voltage between the EPB actuator C4206 circuits harness side and ground as follows:	**Yes** REPAIR the affected circuit(s). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section. **No** GO to K2 .

Circuit	Pin	Function
7-CG20 (YE/VT)	3	Hall effect-Power
8-CG20 (WH/VT)	4	Hall effect-Signal
9-CG20 (BN/WH)	5	Hall effect-Ground

• **Is any voltage present?**	
K2 CHECK THE HALL EFFECT CIRCUITS FOR A SHORT TO GROUND	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Measure the resistance between the EPB actuator C4206 circuits harness side and ground as follows: • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to K3 . **No** REPAIR the affected circuit(s). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
K3 CHECK THE HALL EFFECT CIRCUITS FOR AN OPEN	
• Measure the resistance between the EPB actuator C4206 circuits, harness side and the EPB module C4205b circuits, harness side as follows: • **Is the resistance less than 5 ohms?**	**Yes** GO to K4 . **No** REPAIR the affected circuit(s). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
K4 CHECK THE HALL EFFECT CIRCUITS FOR A SHORT TO POWER	
• Connect: EPB Actuator C4206.	**Yes** INSTALL a new EPB actuator. REFER to Parking Brake in this section. CLEAR the DTC. REPEAT the self-test. RESET the EPB module. **No** GO to K5 .

Circuit	Pin	Function
7-CG20 (YE/VT)	3	Hall effect-Power
8-CG20 (WH/VT)	4	Hall effect-Signal

Circuit	EPB Actuator Pin	EPB Module Pin
7-CG20 (YE/VT)	3	10
8-CG20 (WH/VT)	4	4
9-CG20 (BN/WH)	5	12

Circuit	Pin	Function
7-CG20 (YE/VT)	3	Hall effect-Power

8-CG20 (WH/VT)	4	Hall effect-Signal
9-CG20 (BN/WH)	5	Hall effect-Ground

- **Is any voltage present?**

K5 CHECK THE HALL EFFECT CIRCUITS FOR A SHORT TO GROUND	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Measure the resistance between the EPB actuator C4206 circuits, harness side and ground as follows: **Circuit** / **Pin** / **Function** 7-CG20 (YE/VT) / 3 / Hall effect-Power 8-CG20 (WH/VT) / 4 / Hall effect-Signal • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to K6 . **No** INSTALL a new EPB actuator. REFER to Parking Brake in this section. CLEAR the DTC. REPEAT the self-test. RESET the EPB module.
K6 CHECK THE HALL EFFECT CIRCUITS FOR AN OPEN	
• Measure the resistance between the EPB actuator C4206 circuits, harness side and the EPB module C4205b circuits, harness side as follows: **Circuit** / **EPB Actuator Pin** / **EPB Module Pin** 7-CG20 (YE/VT) / 3 / 10 8-CG20 (WH/VT) / 4 / 4 9-CG20 (BN/WH) / 5 / 12 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new EPB actuator. REFER to Parking Brake in this section. REPEAT the self-test. **No** INSTALL a new EPB actuator. REFER to Parking Brake in this section. CLEAR the DTC. REPEAT the self-test. RESET the EPB module.

Pinpoint Test L: DTCS C1801, C1802 AND C1803: EPB Actuator Apply/Release Faults

Refer to Wiring Diagrams Cell 129 for schematic and connector information.

Normal Operation

The EPB system applies and releases the parking brake cables using an electric motor and gear connected to the parking brake cables. The cable ends are connected to the rear disc brake caliper lever. The lever applies and releases the brake piston toward or away from rear disc.

Possible Causes

- Parking brake cables
- Rear disc brake caliper
- EPB module

PINPOINT TEST L: DTCS C1801, C1802 AND C1803: EPB ACTUATOR APPLY/RELEASE FAULTS

Test Step	Result / Action to Take
L1 CHECK THE LH AND RH PARKING BRAKE CABLE AND CONDUIT	
• Check the parking brake cable and conduit for binding, damage, stretching and correct routing. For correct parking brake cable routing, refer to Parking Brake . • Check that the correct parking brake cables are installed on the vehicle on the correct side. • **Are the parking brake cables OK?**	**Yes** GO to L2 . **No** REPAIR or INSTALL new parking brake components as necessary. CLEAR the DTC(s). REPEAT the self-test. RESET the parking brake system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
L2 CHECK THE REAR DISC BRAKE CALIPER LEVERS	
• INSPECT the brake caliper. Be sure that there is no corrosion, dirt or damage that could cause the rear disc brake caliper to bind. • **Is the rear disc brake caliper OK?**	**Yes** INSTALL a new EPB Actuator. REFER to Parking Brake . CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section. **No** INSTALL a new rear disc brake caliper. REFER to Rear Disc Brake . CLEAR the DTC(s). REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.

Pinpoint Test M: DTCS C1987/C1988: Yellow EPB Fault Warning Indicator Short To Battery/Circuit Failure

Refer to Wiring Diagrams Cell 129 for schematic and connector information.

Normal Operation

The yellow EPB system warning lamp (in the EPB switch) will illuminate at prove-out for 3 seconds when the ignition switch is cycled to RUN and will illuminate continuously (even with ignition OFF) when the EPB module has detected a fault in the system and DTCs are present.

Possible Causes

- EPB module
- EPB switch
- BJB fuse 30 (10A)
- Circuit 75-CG14 (YE/GN)
- Circuit 31S-CG14 (BK/GN)

PINPOINT TEST M: DTCS C1987/C1988: YELLOW EPB FAULT WARNING INDICATOR SHORT TO BATTERY/CIRCUIT FAILURE

Test Step	Result / Action to Take
M1 CHECK BATTERY JUNCTION BOX (BJB) FUSE 30 (10A)	
• Check the BJB fuse 30 (10A). • **Is the fuse OK?**	**Yes** GO to M2 . **No** INSTALL a new fuse. CLEAR the DTC. TEST the system for normal operation.
M2 CHECK THE EPB SWITCH	
• Disconnect: EPB Switch C3218. • Measure the resistance between EPB switch C3218-6 and EPB switch C3218-7. • **Is the resistance less than 15 ohms?**	**Yes** GO to M3 . **No** INSTALL a new EPB switch. CLEAR the DTC. REPEAT the self-test.
M3 CHECK CIRCUIT 31S-CG14 (BK/GN) FOR A SHORT TO POWER	
• Disconnect: EPB Module C4205b. • Measure the voltage between EPB module C4205b-2, circuit 31S-CG14 (BK/GN), harness side, and ground. • **Is voltage present?**	**Yes** REPAIR circuit 31S-CG14 (BK/GN). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section. **No** GO to M4 .
M4 CHECK CIRCUIT 31S-CG14 (BK/GN) FOR A SHORT TO GROUND	
• Measure the resistance between EPB module C4205b-2, harness side and EPB switch C3218-5, harness side, circuit 31S-CG14 (BK/GN). • **Is the resistance less than 5 ohms?**	**Yes** GO to M5 **No** REPAIR circuit 31S-CG14 (BK/GN). REPEAT the self-test. CLEAR the DTC(s). REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
M5 CHECK CIRCUIT 31S-CG14 (BK/GN) FOR AN OPEN	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Measure the resistance between EPB module C4205b-2, harness side, and EPB switch C3218-6, harness side, circuit 31S-CG14 (BK/GN). • **Is the resistance less than 5 ohms?**	**Yes** GO to M6 . **No** REPAIR circuit 31S-CG14 (BK/GN). CLEAR the DTC. REPEAT the self-test.
M6 CHECK CIRCUIT 75-CG14 (YE/GN) FOR AN OPEN	

• Measure the resistance between EPB switch C3218-7 and BJB fuse 30 (10A) output cavity. • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new EPB module. REFER to Parking Brake in this section. REPEAT the self-test. **No** REPAIR circuit 75-CG14 (YE/GN). CLEAR the DTC(s). REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.

Pinpoint Test N: DTC C1989: Park Brake Apply And Release Switch Contacts Energized Simultaneously

Refer to Wiring Diagrams Cell 129 for schematic and connector information.

Normal Operation

The electronic parking brake (EPB) two-way motor receives power from circuit 32-CG19 (WH/VT) or 33-CG19 (YE/VT), depending on the direction of the motor revolution. When the EPB applies, circuit 32-CG19 (WH/VT) is equal to battery voltage and circuit 33-CG19 (YE/VT) is equal to zero volts. When the EPB releases, 32-CR19 (YE/VT) is equal to zero volts and 33-CT19 (YE/VT) is equal to battery voltage. Otherwise both circuits are at one half of battery voltage.

Possible Causes
- 8-CG15 (WH/BU)
- 10-CG15 (GY/VT)
- 9-CG20 (BN/WH)
- EPB switch
- EPB module

PINPOINT TEST N: C1989: PARK BRAKE APPLY AND RELEASE SWITCH CONTACTS ENERGIZED SIMULTANEOUSLY

Test Step	Result / Action to Take
N1 CHECK EPB PIDs	
• Connect the diagnostic tool. • Using the scan tool, monitor the EPB PIDs when then the EPB switch is in its apply, neutral and release positions. • **Do the EPB PIDs match the EPB switch positions?**	**Yes** GO to N2 . **No** INSTALL a new EPB switch. CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
N2 CHECK THE EPB CIRCUITS FOR SHORTED TOGETHER	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Disconnect: EPB Module C4205b. • Disconnect: EPB Switch C3218. • Disconnect: EPB Actuator C4206. • Check the following EPB module C4205b circuits for a short together.	**Yes** INSTALL a new EPB module. REFER to Parking Brake . REPEAT the self-test. **No** REPAIR the affected circuits. CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake

	(EPB) Resetting in this section.

Circuit	Description	EPB Module Pin
9-CG20 (BN/WH)	EPB Actuator and EPB Switch Ground	12
10-CG15 (GY/VT)	EPB Release	6
8-CG15 (WH/BU)	EPB Apply	5

- **Are any of the resistances greater than 10,000 ohms?**

Pinpoint Test O: DTC C1408/C1409: Parking Brake Apply/Release Switch Circuit Out Of Range

Refer to Wiring Diagrams Cell 129 for schematic and connector information.

Normal Operation

The electronic parking brake (EPB) switch circuits 8-CG15 (WH/BU) and 10-CG15 (GY/VT) receive a reference voltage from the EPB module when the switch is in its neutral position. This voltage is between 3.5 and 4.5 volts. When the switch contacts close on the apply or release side, a resistor inside the switch is shorted, causing the voltage on circuits 8-CG15 (WH/BU) or 10 CG15 (GY/VT) to change from 1.5 to 3.0 volts. When the EPB module receives this voltage range on the apply or release circuit, an output signal is generated to the actuator to apply or release the EPB.

Possible Causes

- EPB switch
- Circuit 8-CG15 (WH/BU)
- Circuit 10-CG15 (GY/VT)
- EPB module

PINPOINT TEST O: DTC C1408/C1409: PARKING BRAKE APPLY/RELEASE SWITCH CIRCUIT OUT OF RANGE

Test Step	Result / Action to Take
O1 CHECK THE PARKING BRAKE SWITCH APPLY/RELEASE OUTPUT	
NOTE: If DTC C1408 is retrieved, go to step 1. If DTC C1409 is retrieved, go to step 2. • Measure the voltage between EPB switch C3218-8, circuit 8-CG15 (WH/BU) and ground while pulling the EPB switch up from its rest position. • Measure the voltage between EPB switch C3218-1, circuit 10-CG15 (GY/VT) and ground while pushing the EPB switch down from its rest position.	**Yes** INSTALL a new EPB switch. REFER to Parking Brake in this section. RESET the parking brake system. REFER to Electronic Parking Brake (EPB) Resetting in this section. CLEAR the DTC. REPEAT the self-test. **No** If the EPB switch apply voltage is within range, GO to O2 . If the EPB switch release voltage is within range, GO

• **Do the voltages change from 3.5-4.5 volts (with EPB switch at rest) to 1.5-3.0 volts (with EPB switch in the apply or release position)?**	to O3 .
O2 CHECK CIRCUIT 8-CG15 (WH/BU)	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Disconnect: EPB Switch C3218. • Disconnect: EPB Module C4205. • Measure the resistance between EPB switch C3218-8 and EPB module C4205-5, circuit 8-CG15 (WH/BU). • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new EPB switch. REFER to Parking Brake in this section. REPEAT the self-test. **No** REPAIR circuit 8-CG15 (WH/BU). CLEAR the DTC. REPEAT the self-test. RESET the EPB system. REFER to Electronic Parking Brake (EPB) Resetting in this section.
O3 CHECK CIRCUIT 10-CG15 (GY/VT)	
• Disconnect the battery ground cable. Refer to Section 414-00 . • Disconnect: EPB Switch C3218. • Disconnect: EPB Module C4205. • Measure the resistance between EPB switch C3218-1 and EPB module C4205-6, circuit 10-CG15 (GY/VT). • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new EPB module. REFER to Parking Brake in this section. REPEAT the self-test. **No** REPAIR circuit 10-CG15 (GY/VT). CLEAR the DTC. REPEAT the self-test. RESET the parking brake system. REFER to Electronic Parking Brake (EPB) Resetting in this section.

Component Tests

Brake Booster

1. Check the hydraulic brake system for leaks or insufficient fluid.

2. With the transmission in NEUTRAL, stop the engine and apply the parking brake control. Apply the brake pedal several times to exhaust all vacuum in the system.

3. Apply the brake pedal and hold it in the applied position. Start the engine. If the vacuum system is operating, the brake pedal will tend to move downward under constant foot pressure. If no motion is felt, the brake booster system is not functioning. Continue with the following steps.

4. Remove the vacuum booster hose from the check valve connection. Manifold vacuum must be available at the check valve end of the vacuum booster hose with the engine at idle speed and the transmission in NEUTRAL. If the manifold vacuum is available to the brake booster, connect the vacuum booster hose to the brake booster check valve and repeat Steps 2 and 3.

5. If no downward movement of the brake pedal is felt, install a new brake booster.

6. Operate the engine a minimum of 10 seconds at fast idle. Stop the engine, and let the vehicle stand for 10 minutes. Then apply the brake pedal with approximately 89 N (20 lb) of force. The brake pedal feel should be the same as that noted with the engine operating. If the brake pedal feels hard (no power assist), install a new brake booster check valve and retest. If the brake pedal feels spongy, bleed the hydraulic system to remove air. Refer to Brake System Bleeding in this section.

Check Valve

The function of the brake booster check valve is to allow manifold vacuum to enter the brake booster and prevent the escape of vacuum in case manifold vacuum is lost during sustained full throttle operation.

To test the function of the brake booster check valve:

- Start and run the engine for at least 10 seconds.
- Operate the brake pedal to check for power assist.
- Disconnect the vacuum booster hose from the brake booster check valve. Do not remove the brake booster check valve from the brake booster.
- There should be enough vacuum retained in the brake booster for at least one more power-assisted brake operation.

Bypass Condition Test

1. Disconnect the brake lines at the brake master cylinder.

2. Plug the outlet ports of the brake master cylinder.

3. Apply the brakes. If brake pedal height cannot be maintained, the brake master cylinder has an internal leak and must be rebuilt or a new master cylinder must be installed.

Compensator Port Check

The purpose of the compensator ports in the brake master cylinder is to supply any additional brake fluid required by the system due to brake pad wear and to allow brake fluid returning from the brake lines to the brake master cylinder to enter the brake master cylinder reservoir.

The returning brake fluid will cause a slight turbulence in the brake master cylinder reservoir. Turbulence seen in the brake master cylinder reservoir upon application or release of the brake pedal is normal and shows that the compensating ports are not plugged.

Brake System Bleeding

Printable View (115 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation Star (NGS) Tester 418-F052 or equivalent scan tool

Manual

⚠ WARNING: Use of any other than approved DOT 3 or DOT 4 brake fluid will cause permanent damage to brake components and will render the brakes inoperative.

⚠ WARNING: Brake fluid contains polyglycol ethers and polyglycols. Avoid contact with eyes. Wash hands thoroughly after handling. If brake fluid contacts eyes, flush eyes with running water for 15 minutes. Get medical attention if irritation persists. If taken internally, drink water and induce vomiting. Get medical attention immediately.

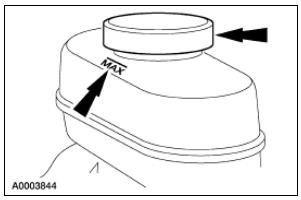
⚠ CAUTION: Brake fluid is harmful to painted and plastic surfaces. If brake fluid is spilled onto a painted or plastic surface, immediately wash it with water.

⚠ CAUTION: Do not allow the brake master cylinder reservoir to run dry during the bleeding operation. Keep the brake master cylinder reservoir filled with the specified brake fluid. Never reuse the brake fluid that has been drained from the hydraulic system.

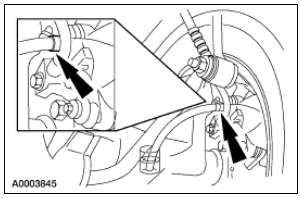
NOTE: When any part of the hydraulic system has been disconnected for repair or installation of new components, air can get into the system and cause spongy brake pedal action. This requires bleeding of the hydraulic system after it has been correctly connected. The hydraulic system can be bled manually or with pressure bleeding equipment.

1. Connect the diagnostic tool cable adapter into the vehicle data link connector (DLC) under the dash and follow the scan tool instructions.

2. Clean all dirt from and remove the brake master cylinder filler cap and fill the brake master cylinder reservoir with the specified brake fluid.



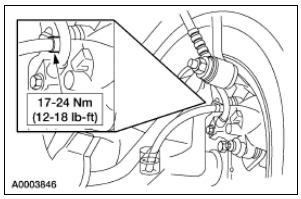
3. Place a box end wrench on the RH rear bleeder screw. Attach a rubber drain tube to the RH rear bleeder screw and submerge the free end of the tube in a container partially filled with clean brake fluid.



4. Have an assistant hold firm pressure on the brake pedal.

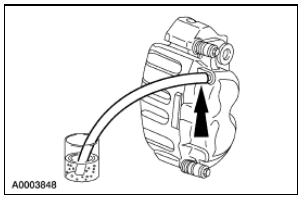
5. Loosen the RH rear bleeder screw until a stream of brake fluid comes out. While the assistant maintains pressure on the brake pedal, tighten the RH rear bleeder screw.
    - Repeat until clear, bubble-free fluid comes out.
    - Refill the brake master cylinder reservoir as necessary.

6. Tighten the RH rear bleeder screw.



7. Repeat Steps 3, 4, 5 and 6 for the LH rear bleeder screw.

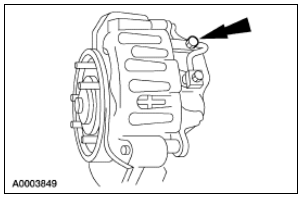
8. Place a box end wrench on the RH front disc brake caliper bleeder screw. Attach a rubber drain tube to the RH front disc brake caliper bleeder screw, and submerge the free end of the tube in a container partially filled with clean brake fluid.



9. Have an assistant hold firm pressure on the brake pedal.

10. Loosen the RH front disc brake caliper bleeder screw until a stream of brake fluid comes out. While the assistant maintains pressure on the brake pedal, tighten the RH front disc brake caliper bleeder screw.
    - Repeat until clear, bubble-free fluid comes out.
    - Refill the brake master cylinder reservoir as necessary.

11. Tighten the RH front disc brake caliper bleeder screw. For additional information, refer to Specifications.



12. Repeat Steps 8, 9, 10 and 11 for the LH front disc brake caliper bleeder screw.

Pressure

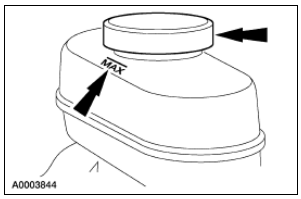
⚠ WARNING: Use of any other than approved DOT 3 or DOT 4 brake fluid will cause permanent damage to brake components and will render the brakes inoperative.

⚠ WARNING: Brake fluid contains polyglycol ethers and polyglycols. Avoid contact with eyes. Wash hands thoroughly after handling. If brake fluid contacts eyes, flush eyes with running water for 15 minutes. Get medical attention if irritation persists. If taken internally, drink water and induce vomiting. Get medical attention immediately.

⚠ CAUTION: Brake fluid is harmful to painted and plastic surfaces. If brake fluid is spilled onto a painted or plastic surface, immediately wash it with water.

⚠ CAUTION: Do not allow the master cylinder to run dry during the bleeding operation. Keep the master cylinder reservoir filled with the specified brake fluid. Never reuse the brake fluid that has been drained from the hydraulic system.

1. Clean all dirt from and remove the brake master cylinder filler cap. Fill the brake master cylinder reservoir with the specified brake fluid.

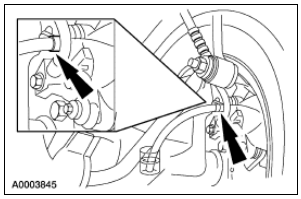


2. **NOTE:** Master cylinder pressure bleeder adapter tools are available from various manufacturers of pressure bleeding equipment. Follow the instructions of the manufacturer when installing the adapter.

   Install the bleeder adapter to the brake master cylinder reservoir, and attach the bleeder tank hose to the fitting on the adapter.

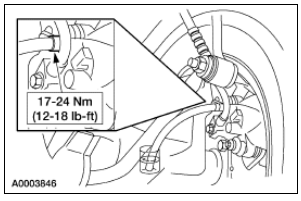
3. **NOTE:** Bleed the longest line first. Make sure the bleeder tank contains enough specified brake fluid to complete the bleeding operation.

   Place a box end wrench on the RH rear bleeder screw. Attach a rubber drain tube to the RH rear bleeder screw, and submerge the free end of the tube in a container partially filled with clean brake fluid.



4. Open the valve on the bleeder tank.

5. Loosen the RH rear bleeder screw. Leave open until clear, bubble-free brake fluid flows, then tighten the RH rear bleeder screw and remove the rubber hose.



6. Continue bleeding the rear of the system, going in order from the LH rear bleeder screw to the RH front disc brake caliper bleeder screw ending with the LH front disc brake caliper bleeder screw.

7. Close the bleeder tank valve. Remove the tank hose from the adapter, and remove the adapter.

Brake System Hydraulic Leak Check

Printable View (8 KB)

1. **NOTE:** Brake fluid is water soluble and it is possible that all evidence of fluid leakage has been washed off if the vehicle has been operated in the rain or snow.

   Make sure the brake master cylinder reservoir is full.

2. Apply the brakes several times and make sure the brake pedal (2455) feel is not spongy. If necessary, bleed the system. For additional information, refer to Brake System Bleeding in this section.

3. Verify that the reservoir level is dropping.

4. If the reservoir level is dropping, inspect the brake components, fittings and lines to locate the source of the leak.

Parking Brake

Printable View (285 KB)

Special Tool(s)

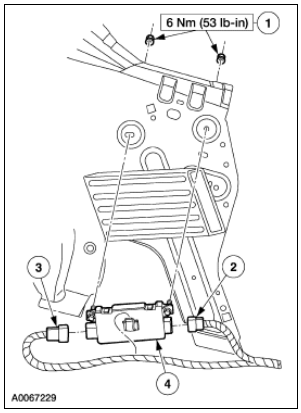
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation Star (NGS) Tester 418-F052 or equivalent scan tool

NOTE: The electronic parking brake (EPB) module must be configured if it is installed new. Follow the diagnostic tool instructions for configuring the EPB module. For additional information, refer to Section 418-00 .

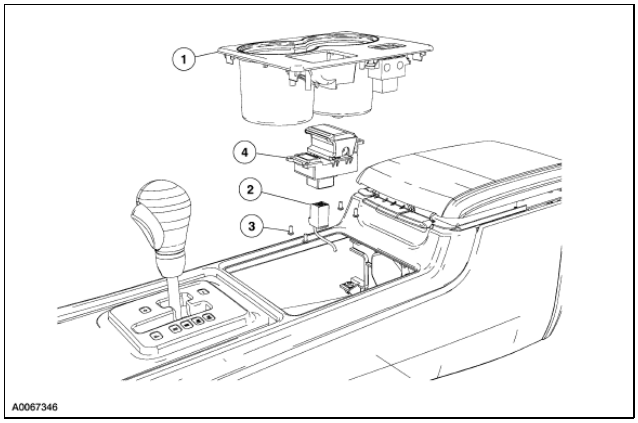
NOTE: The electronic parking brake (EPB) system must be reset following the EPB system reset procedure if the battery has been discontinued. Refer to Electronic Parking Brake (EPB) Resetting in this section.

NOTE: The electronic parking brake (EPB) module is located above the subwoofer amplifier on the rear quarter panel reinforcement.

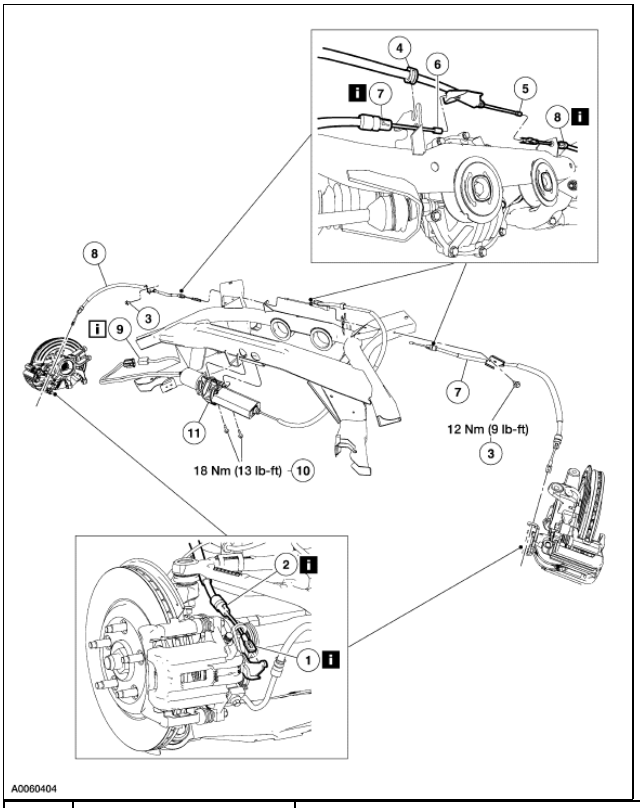
1. To remove the electronic parking brake (EPB) module only, follow these steps:
    1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
    2. Fold the LH side luggage compartment trim aside.
    3. Remove the components in the following order:
        - Nuts.
        - The electrical connector.
        - The electrical connector.
        - The electronic parking brake (EPB) module.



2. To remove the electronic parking brake (EPB) switch only, follow these steps:
    1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
    2. Remove the components in the following order:
        - The cup holder.
        - The electrical connector.
        - Screws (4 req'd).
        - The electronic parking brake (EPB) switch.



3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	2A635/2A823	Parking brake cable end (RH/LH) Removal Note
2	2A635 and 2A823	Parking brake cable and conduit (RH and LH) Removal Note
3	W706703	Bolt
4	2598	Electronic parking brake actuator cable
5	2598	Electronic parking brake actuator cable end
6	2A823	LH Parking brake cable end
7	2A823	LH Parking brake cable and conduit Removal Note
8	2A635	RH Parking brake cable and conduit Removal Note
9		

		Electronic parking brake actuator assembly connector Installation Note
10	W708829	Bolts
11	2598	Electronic parking brake actuator assembly

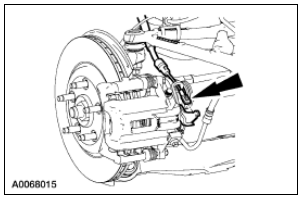
4. To install, reverse the removal procedure.

Item 1: Parking Brake Cable End (RH/LH) Removal Note

1. Connect the diagnostic tool cable adapter into the vehicle data link connector (DLC) under the dash and follow the diagnostic tool instructions to slacken the electronic parking brake cables.

Items 2, 7 and 8: Parking Brake Cable And Conduit (RH/LH) Removal Note

1. Compress the conduit retaining prongs and remove the parking brake cable and conduit from the brake caliper.



Item 9: Electronic Parking Brake Actuator Assembly Connector Installation Note

1. Connect the electronic parking brake connector. Reset the system as follows:
    1. Turn the ignition switch ON without the engine running.
    2. Press the brake pedal.
    3. **NOTE:** The red brake warning lamp will illuminate for ten seconds and go out if the system is functioning correctly.

       If the system is not functioning correctly, refer to Brake System in this section for diagnosis and testing of the EPB system.

       Apply the parking brake. The electronic parking brake system is reset.

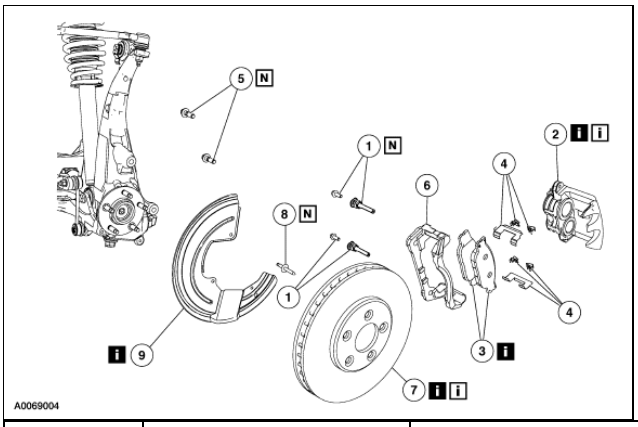
Front Disc Brake

Printable View (179 KB)

Material

Item	Specification
High Temperature Nickel Anti-Seize Lubricant F6AZ-9L494-AA	ESE-M12A4-A
Brake Parts Cleaner F6AZ-2C410-AB	

1. Remove the components in the order indicated in the following illustration and table.

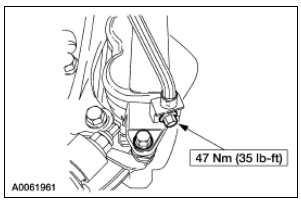


Item	Part Number	Description
1	2N386	Bolts/guide pin/boot
2	2B120	Brake caliper assembly Removal Note
2	2B120	Brake caliper assembly Installation Note
3	2001	Brake pads Removal Note
4	2L200	Slippers
5	N808237-S101	Bolts
6	2B292	Brake caliper support bracket
7	1125	Brake disc Removal Note
7	1125	Brake disc Installation Note
8	W701950-S100	Rivets
9	2C208	Brake disc shield Removal Note

2. To install, reverse the removal procedure.

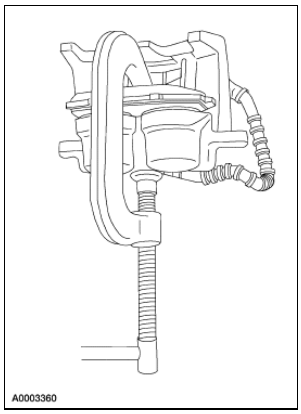
Item 2: Brake Caliper Assembly Removal Note

1. Remove the caliper flow bolt and the two copper washers. Discard the copper washers.



Item 3: Brake Pads Removal Note

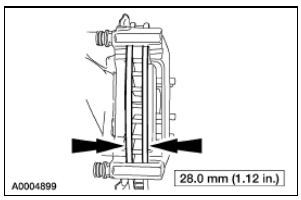
1. Compress the disc brake pistons.
    - Use a wood block or used brake pad to protect pistons and boots.



Item 7: Brake Disc Removal Note

1. If the brake disc will be reused, match-mark the hub and brake disc.
2. ⚠ **CAUTION: If it is necessary to machine the brake disc, only use a hub-mount brake lathe.**

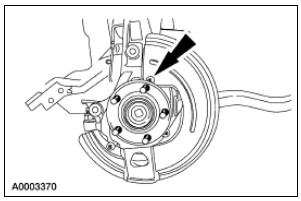
   Measure the brake disc, and resurface as necessary. Install a new brake disc if beyond specification.



Item 9: Brake Disc Shield Removal Note

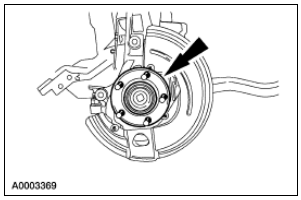
1. ⚠ **CAUTION: Use a 5.5 mm (0.22 in) drill. Do not exceed past a 6.0 mm (0.24 in) drill.**

   Drill out the rivets.



Item 7: Brake Disc Installation Note

1. Clean any rust or foreign material from the brake disc and wheel hub.
    - Use a suitable brake parts cleaner to clean the brake disc and hub surfaces.
    - Apply a suitable anti-seize lubricant to the hub flange.



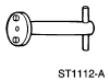
Item 2: Brake Caliper Installation Note

1. Install new copper washers.

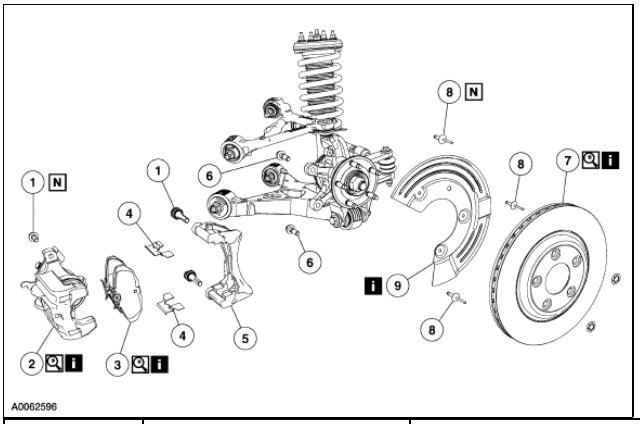
Rear Disc Brake

Printable View (192 KB)

Special Tool(s)

 ST1112-A	Adapter for Adjuster, Rear Brake Caliper Piston 206-026 (T87P-2588-A)

1. Remove the components in the order indicated in the following illustration and table.

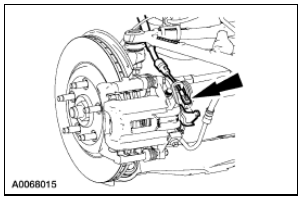


Item	Part Number	Description
1	2N386	Guide pin assembly
2	2B120	Brake caliper Removal Note
3	2200	Brake pads (part of kit) Removal Note
4	2L200	Slippers
5		Bolts
6	2B511	Brake caliper support bracket
7	1125	Brake disc Removal Note
8	W701950-S100	Rivets
9	2C208	Brake disc shield Removal Note

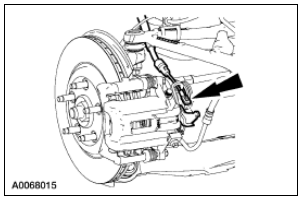
2. To install, reverse the removal procedure.

Item 2: Brake Caliper Removal Note

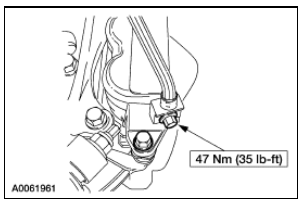
1. Remove the parking brake cable end from the parking brake lever arm.



2. Disconnect the parking brake cable and conduit from the brake caliper.

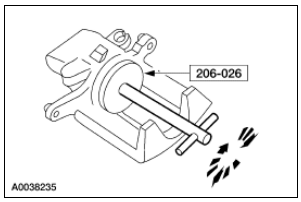


3. Remove the caliper flow bolt and copper washers. Discard the copper washers.



Item 3: Brake Pads Removal Note

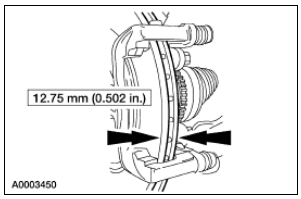
1. Using the special tool, compress the brake caliper piston and adjuster into the disc brake caliper.



Item 7: Brake Disc Removal Note

1. ⚠ **CAUTION: If it is necessary to machine the brake disc, only use a hub-mount brake lathe.**

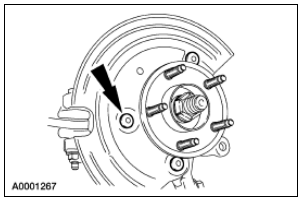
   Measure the brake disc and resurface as necessary. Install a new brake disc if not within specification.



Item 9: Brake Disc Shield Removal Note

1. ⚠ **CAUTION: Use a 5.5 mm (0.22 in) drill. Do not exceed past a 6 mm (0.24 in) drill.**

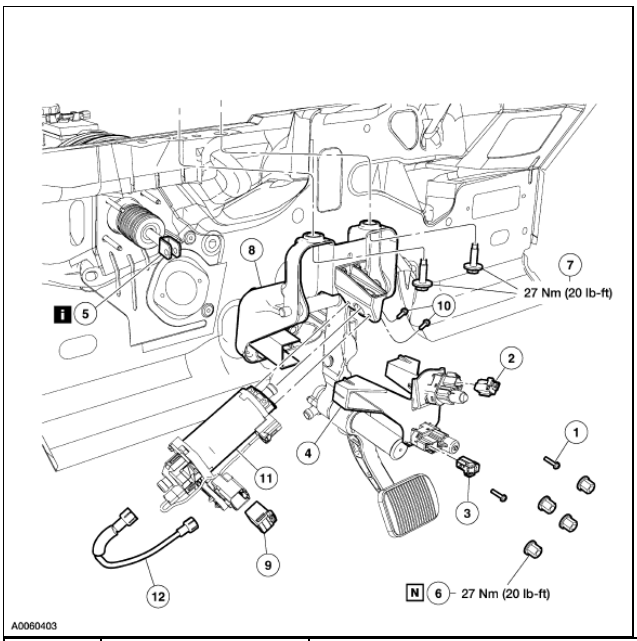
   Drill out the rivets.


A0001267

Brake Pedal

Printable View (149 KB)

1. Remove the steering column. For additional information, refer to Section 211-00 .
2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Screws
2		Connector
3		Connector
4	2C433	Switch bracket
5		Brake pedal pin/brake booster input shaft Removal Note
6	385759-S59	Nuts
7	N806528-S58	Bolts
8	2450	Brake pedal and bracket assembly
9		Connector
10		Screws
11	2C429	Adjustable pedal motor
12	2C431	Cable

3. To install, reverse the removal procedure.

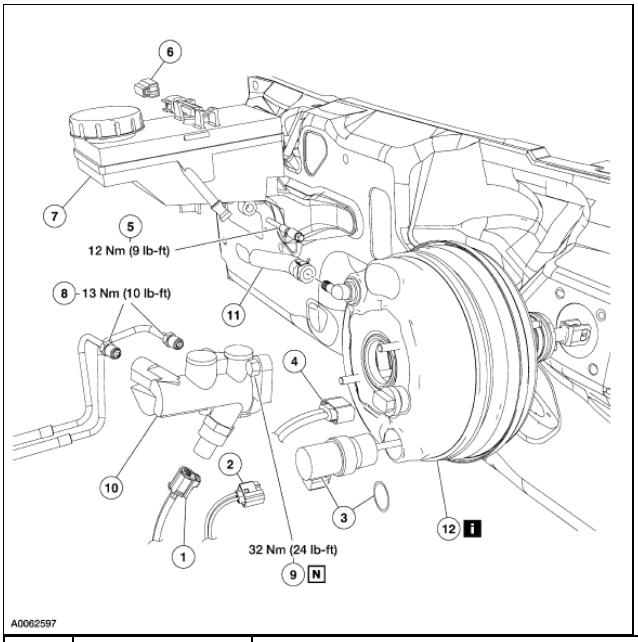
Item 5: Brake Pedal Pin/Brake Booster Input Shaft Removal Note

1. Disconnect the brake pedal pin from the brake booster input shaft.
    1. Remove the brake pedal pin clip.
    2. Disconnect the booster input shaft from the brake pedal pin.

Brake Master Cylinder and Brake Booster

Printable View (289 KB)

1. Remove the components in the order indicated in the following illustration and table.

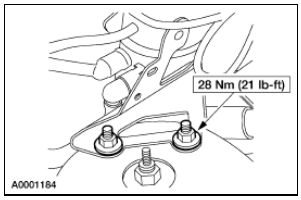


Item	Part Number	Description
1		Connector (vehicles with IVD)
2		Connector (vehicles with IVD)
3		Pedal travel switch (PTS) and O-ring (vehicles with IVD)
4		Connector (vehicles with IVD)
5	2462	Brake fluid reservoir screw
6		Connector
7	2K478	Brake fluid reservoir
8	2C326	Brake tubes
9	382802-S191	Nuts
10	2140	Master cylinder assembly
11	2C429	Vacuum hose (to brake booster check valve)
12	2005	Brake booster assembly (vehicles with or without IVD) Removal Note

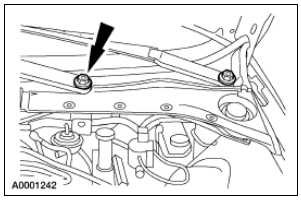
2. To install, reverse the removal procedure.

Item 12: Brake Booster Assembly Removal Note

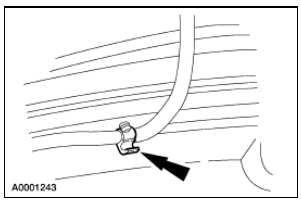
1. Remove the vapor management valve (VMV) and bracket assembly and position it aside.



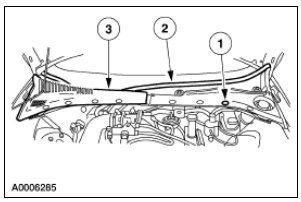
2. Remove the wiper arm nuts and remove wiper arms.



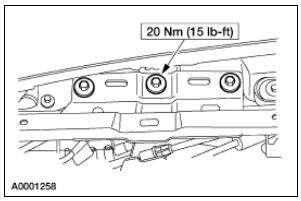
3. Disconnect the washer hose.



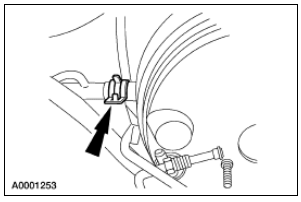
4. Remove the cowl cover.
    1. Remove the cowl cover pushpins.
    2. Remove the cowl cover rubber trim.
    3. Remove the cowl cover.



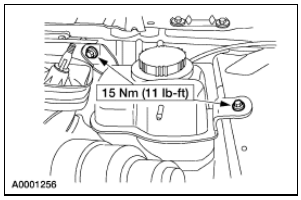
5. Remove the cowl brace center bolts. Remove the cowl brace end bolts and the bracket.



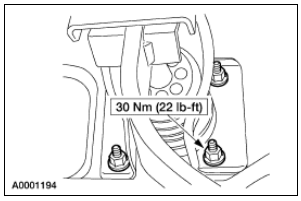
6. Disconnect the coolant reservoir return hose.



7. Remove the coolant reservoir bolts.



8. Remove and discard the brake booster-to-brake pedal bracket nuts.



9. Disconnect the brake pedal pin from the brake booster input shaft.
    1. Remove the brake pedal pin clip.
    2. Disconnect the booster input shaft from the brake pedal pin.

Brake Caliper Front Printable View (51 KB)

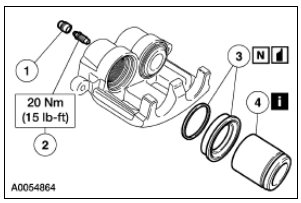
Material

Item	Specification
High Performance DOT 3 Brake Fluid PM-1 (Canada CXC-31)	ESA-M6C25-A
High Performance DOT 4 Brake Fluid	
Brake Parts Cleaner PM-4	F6AZ-2C410-AB

Disassembly and Assembly

1. Remove the disc brake caliper. For additional information, refer to Front Disc Brake in this section.
2. Secure the disc brake caliper in a vise.
3. **NOTE:** Do not hone the piston bores. If the bores are excessively scored or corroded, install a new brake disc caliper.

   Disassemble the components in the order indicated in the following illustration and table.



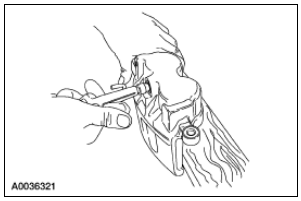
Item	Part Number	Description
1	2L126	Cap
2	2162	Bleeder screw
3	2L074	Seal kit
4	2K478	Piston Disassembly Note

4. To assemble, reverse the disassembly procedure.

Item 4: Piston Disassembly Note

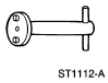
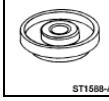
⚠ CAUTION: Apply moderate air pressure in short bursts to prevent an uncontrolled release of the piston.

1. Place a piece of wood in the caliper. Remove the piston by applying moderate air pressure through the bleeder screw port.


A0036321

Brake Caliper Rear Printable View (60 KB)

Special Tool(s)

 ST1112-A	Adapter for Adjuster, Rear Brake Caliper Piston 206-026 (T87P-2588-A)
ST1255-A	Adapter for 303-224 (Handle) 205-153 (T80T-4000-W)
 ST1588-A	Installer, Rear Wheel Hub Dust Seal 206-053 (T92P-2588-AH)

Material

Item	Specification
High Performance DOT 3 Brake Fluid PM-1 (Canada CXC-31)	ESA-M6C25-A
High Performance DOT 4 Brake Fluid	
Brake Parts Cleaner PM-4	F6AZ-2C410-AB

Disassembly and Assembly

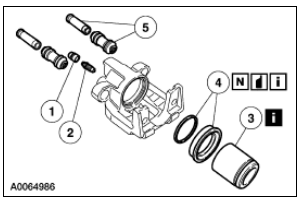
⚠ WARNING: Use of any other than approved DOT 3 or DOT 4 brake fluid will cause permanent damage to brake components and will render the brakes inoperative.

⚠ WARNING: Brake fluid contains polyglycol ethers and polyglycols. Avoid contact with eyes. Wash hands thoroughly after handling. If brake fluid contacts eyes, flush eyes with running water for 15 minutes. Get medical attention if irritation persists. If taken internally, drink water and induce vomiting. Get medical attention immediately.

⚠ CAUTION: Brake fluid is harmful to painted or plastic surfaces. If brake fluid is spilled onto a painted or plastic surface, immediately wash it with water.

1. Remove the brake caliper. For additional information, refer to Rear Disc Brake in this section.
2. Drain the brake fluid from the brake caliper.
3. Secure the brake caliper in a vise.
4. **NOTE:** Do not hone the piston bores. If the bores are excessively scored or corroded, install a new brake disc caliper.

   Disassemble the components in the order indicated in the following illustration and table.

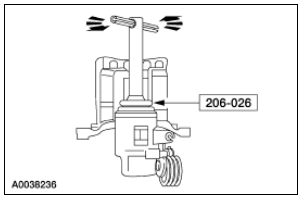


Item	Part Number	Description
1	2L126	Cap
2	378444-S	Bleeder screw
3	2B588	Piston Disassembly Note
4	2B595	Seal kit Assembly Note
5	2B296	Guide pin and boot

5. To assemble, reverse the disassembly procedure.

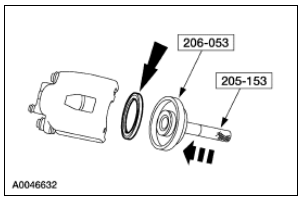
Item 3: Piston Disassembly Note

1. Using the special tool, turn the brake piston counterclockwise.



Item 4: Seal Kit Assembly Note

1. Use the special tools to install the seal.



Anti-Lock Control Component Location Index

Printable View (109 KB)

Printable View (7 KB)

Torque Specifications

Description	Nm	lb-ft	lb-in
Anti-lock brake system module bolts	2		18
Brake line-to-HCU nuts	18	13	
Hydraulic control unit bolts	11	8	
Rear wheel speed sensor bolt	9		80

Anti-Lock Control

Printable View (22 KB)

Anti-Lock Brake System (ABS) with Traction Control

The anti-lock brake system with traction control consists of the following components:

- Hydraulic control unit (HCU)
- Anti-lock brake system (ABS) module
- Rear wheel speed sensor
- Rear wheel speed sensor ring
- Front wheel speed sensor (integral to wheel hub assembly)
- Front wheel speed sensor ring
- Traction control switch
- Yellow ABS warning indicator

Anti-Lock Brake System (ABS) With Traction Control Advance Trac®/IVD

The anti-lock brake system with traction control Advance Trac®/IVD consists of these additional components:

- Accelerometer (in the same component as the yaw rate sensor)
- Yaw rate sensor (in the same component as the accelerometer)
- Steering wheel rotation sensor
- Active brake booster
    - ♦ master cylinder pressure sensor
    - ♦ pedal travel switch

Principles of Operation

The anti-lock brake control module with or without Advance Trac®/IVD simultaneously manages the anti-lock braking, traction control in conjunction with the engine control systems to maintain vehicle control during deceleration and acceleration.

When the ignition switch is put in the RUN position, the module will do a preliminary electrical check and, at approximately 20 km/h (12 mph), the hydraulic pump motor is turned on for approximately one half-second. Any malfunction of the anti-lock brake control system will disable the traction control and Advance Trac®/IVD and the anti-lock brake warning indicator will illuminate. However, the power-assist braking system will function normally.

Traction Control and Traction Control with Advance Trac®/IVD

With the ignition in the START or RUN positions, the traction control module functions similarly to a conventional anti-lock brake module by monitoring and comparing the rotational speed of each wheel. Wheel speeds are measured by the wheel speed sensor which electrically senses each tooth of the anti-lock sensor ring as they pass through the sensor's magnetic field. When the traction control module detects an impending wheel lock, wheel spin or vehicle motion that is inconsistent with the driver's commands, brake pressure is modulated to the appropriate brake caliper(s). The traction control module triggers the hydraulic control unit (HCU) to open and close the appropriate solenoid valves. Once the affected wheel(s) return to the desired speed, the traction control module returns the solenoid valves to their normal position, and normal base brake operation is restored.

The traction control module communicates with the powertrain control module (PCM) to assist with traction control. At speeds under 40 km/h (25 mph), when drive wheels lose traction and begin to spin, the traction control module requests the PCM to reduce engine torque, while simultaneously applying and releasing the appropriate brake caliper(s) to maintain traction. The PCM accomplishes this by minor incremental timing changes and fewer fuel injector pulses until the traction control module ends the request. The request ends when the driven wheel speed returns to normal. After the vehicle speed exceeds 40 km/h (25 mph), the traction control is accomplished only through the PCM torque control.

The Advance Trac®/IVD system constantly monitors vehicle motion relative to the driver's intended course. This is done by using sensors to compare the driver's steering input and brake application with that of the actual vehicle motion. The system does not activate when the vehicle is traveling in reverse, however, ABS and traction control will continue to function as usual.

The Advance Trac®/traction control switch allows the driver to control use of the Advance Trac®/IVD system. This is independent of the ABS function, which cannot be switched off by the driver. The Advance Trac®/IVD system's status is indicated by a traction control warning light in the Advance Trac®/traction control switch. An illuminated Advance Trac®/traction control switch indicates that the Advance Trac®/IVD system is switched off. In the message center, the message "Advance Trac OFF/Traction Control OFF" is displayed. However, if another alert message is being displayed on the message center ("Door Ajar"), the "Advance Trac OFF/Traction Control OFF" message may not be displayed. If a failure is detected somewhere in the Advance Trac®/IVD system which affects either the yaw control or traction control functions, the traction control indicator will illuminate. The anti-lock brake function continues to work as designed unless the yellow anti-lock brake warning indicator is also illuminated. The normal brake function always occurs, unless the red brake warning indicator is illuminated.

When Advance Trac® activates, any of the following can occur:

- a rumble or grinding sound much like ABS with traction control
- a small deceleration or a reduction in the acceleration of the vehicle
- the traction control indicator will flash
- if the driver's foot is on the brake pedal, a vibration will be felt in the pedal much like ABS
- if the event is severe and the driver's foot is not on the brake, the solenoid in the active booster will be energized by the traction control module. In the case of a severe event, you may notice brake pedal movement, a "whoosh" sound and/or a loud vibration from the brake pedal.

Some drivers may notice a slight movement of the brake pedal when the Advance Trac®/IVD system checks itself. The brake pedal moves when an active test of the brake booster is run. During this test a small amount of pressure will be generated at the master cylinder, but no pressure will be generated in the brake calipers. This test will occur above 48 km/h (30 mph) after the vehicle has been running approximately 8 minutes. The test will only be run if the vehicle is stable, the driver is not braking and the accelerator pedal is slightly pressed. If the brake system is not bled correctly, the brake pedal movement can become more significant.

Yaw Rate Sensor

The yaw rate sensor measures the relative vehicle motion about the vertical axis through its center of gravity.

Lateral Accelerometer

The lateral accelerometer measures the acceleration that corresponds to the force involved while the vehicle slides sideways. This acceleration has two forms. The first is the centrifugal acceleration generated when the vehicle travels around in a circle. The second is the acceleration due to gravity. The accelerometer only measures the acceleration along the lateral (or sideways) direction of the vehicle. On level ground there is no contribution from this acceleration. However, if the vehicle is parked sideways on a bank or incline, the sensor will measure some lateral acceleration due to gravity, even though the vehicle is not moving.

Steering Wheel Rotation Sensor

The steering wheel rotation sensor measures the rate of rotation of the steering wheel by monitoring the steering wheel rotation ring as it passes through the sensor gap. The steering wheel rotation sensor uses two signal lines to transmit information to the traction control module: whether the steering wheel is being turned left or right and how far it is being turned. The steering wheel rotation sensor cannot automatically indicate the position of the steering wheel relative to straight ahead. The Advance Trac®/IVD system must learn this position by comparing the steering wheel position to other input signals and stores them to determine a relative straight ahead position. The Advance Trac®/IVD system confirms this position and modifies it as necessary during every new driving cycle.

Active Brake Booster

The active brake booster functions like a conventional brake booster with the added feature that it can be actuated electrically by the traction control module. The electrical brake booster actuation is necessary in severe traction control events and makes sure that the hydraulic control unit can generate enough brake pressure to maintain vehicle stability. The brake assist from the brake booster is especially useful in cold weather when the hydraulic control unit cannot draw the brake fluid from the reservoir quickly at cold temperatures.

A solenoid within the active brake booster has a release switch to indicate when the driver is stepping on the brake pedal. The solenoid provides electrical actuation of the brake booster. Without the force of the input rod, the air valve is directly opened due to the movement of the energized solenoid. With increasing current applied to the solenoid, the air valve opens and output force is created. With decreasing current applied to the solenoid, the air valve is closed and the vacuum valve opens reducing output force. The release switch indicates when the brake pedal has been depressed. It is integrated into the booster key that normally sits against the rear shell of the boot in its rest position and it adjoins the valve body when in its balance position. The switch itself provides indication from two positions. In its rest position, it supplies two signals: normally open (NO) and normally closed (NC). When sufficient force is applied to initiate movement of the key away from the valve body, the brake booster switch changes state, signifying a driver application. When the traction control module is activating the brake booster, the brake pedal is pulled forward as the valve body moves. The release switch is held in position by the input rod spring and remains against the valve body. Although the switch changes state when the brake pedal drops, the release switch remains inactive until it encounters an external force from the driver, whether in a traction control event controlled by the traction control module, or in a standard mechanical braking event.

The pedal travel switch (PTS) sends brake application inputs to the traction control module. This signal is called driver brake application. This signal only changes state when the driver has applied the brake. If the ignition switch is in the RUN position, the brake booster is not electrically actuated, and no failure has been detected, the driver brake application signal will indicate a brake application when either the PTS switch or the release switch (built into the brake booster) indicates that the driver has applied the brake pedal. If the ignition switch is in the OFF position, the driver brake application signal will indicate a brake apply only when the PTS switch indicates that the driver is applying the brake pedal.

When the ignition switch is in the OFF position, failures cannot be detected. If there are failures, several layers of redundancy will attempt to keep the driver brake application signal accurate. If the Advance Trac®/IVD system detects faults on the driver brake apply signal line, it will also attempt to maintain correct stoplamp operation by communicating on the standard corporate protocol (SCP) network. Control of the stoplamp operation is also required because the PTS switch can change states during a traction control event when the driver is not applying the brake pedal. The switch can also change states during the system check of the brake booster. Only the Advance Trac®/IVD system can interpret these changed states and determine which are actually due to driver brake application. Similarly, the Advance Trac®/IVD system can take advantage of its other sensors to detect PTS switch failures.

Electronic Brake Distribution

The electronic brake distribution (EBD) controls rear brake pressure and acts as an electronic proportioning valve. It is controlled by the ABS module. When EBD is disabled, the amber ABS warning indicator and the red brake warning indicator will illuminate.

Panic Assist Braking

Panic assist braking functions by fully applying the brakes during a panic stop, using a specially developed pressure/pedal movement mechanism. Depending on vehicle speed, if pedal stroke is more rapid than normal, the brake booster automatically applies full brake boost. Panic assist will be disabled when the driver releases the brake pedal.

DTC C1963

This diagnostic trouble code (DTC) is stored if the traction control warning indicator has been turned ON because the system could not confirm the straight-ahead position for more than 30 seconds above 18 km/h (11 mph) or if the vehicle reaches 75 kph (47 mph) before confirming the straight-ahead position. This condition will most likely occur if there is some other DTC or if driving aggressively immediately after turning the ignition on. If there is another DTC logged, the repair procedure is to follow the procedure for the first DTC. This DTC can be stored if:

- the PRNDL or Reverse switch has failed (check operation of PRNDL display and back-up lights).
- chassis modifications have been made that were not authorized by Ford.

In very rare circumstances this DTC can be stored by itself without the occurrence of any actual component failure. These conditions can cause DTC C1963 to set with no other DTC:

- The steering wheel has been turned while the ignition is off and then the vehicle is started, and either the vehicle is driven continuously in a circle or the vehicle is driven with continuous swerving, sliding or tire spinning.
- A new traction control module has been installed in the vehicle and is not calibrated.

⚠ CAUTION: When carrying out he accelerometer or yaw rate sensor calibration procedure, do not press the brake pedal.

Traction Control Module Calibration

The ABS module needs to be recalibrated whenever a component specific to the Advance Trac®/IVD system is disconnected or a new component is installed. For additional information regarding the DTCs that require the recalibration procedure, refer to the Traction Control Calibration List. If a DTC is logged for any component of the Advance Trac®/IVD system, the DTC must be cleared before carrying out the recalibration procedure. The need to recalibrate the traction control module is also indicated by the active/fail lamp flashing. The lamp will flash after clearing the DTCs that are indicated on the Traction Control Calibration List. If a DTC is retrieved after recalibration, refer to the Traction Control Module Diagnostic Trouble Code (DTC) Index. If installing a new traction control module, the calibration procedures as well as the configuration procedure must be carried out. For additional information regarding the module configuration procedure, refer to Section 418-00 .

When carrying out the accelerometer or yaw rate sensor calibration using the diagnostic tool, the vehicle must be on a level surface, must be stationary and the ignition switch must be in the RUN position. When carrying out the steering wheel rotation sensor calibration and the active booster calibration using the diagnostic tool, the ignition switch must be in the RUN position with the engine running and the steering wheel must be rotated back and forth from lock position to lock position.

Anti-Lock Control Printable View (498 KB)

Refer to Wiring Diagrams Cell 42 for schematic and connector information.

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation Star (NGS) Tester 418-F052 or equivalent scan tool
ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST1177-A	88 Digital Multimeter or equivalent 105-R0053
ST2574-A	Flex Probe Kit 105-R025B

Inspection and Verification

NOTE: If a module is installed it must be reconfigured. Refer to Section 418-00 .

1. Verify the customer's concern by operating the vehicle to duplicate the condition.

2. Verify the stoplamps operate correctly by depressing and releasing the brake pedal with the ignition switch in the OFF position. If the stoplamps do not operate correctly, refer to Section 417-01 . If the stoplamps operate correctly, proceed to the next step.

3. Verify that the PRNDL operates correctly on the instrument cluster. If the PRNDL does not operate correctly, refer to Section 413-00 . If the PRNDL operates correctly, proceed to the next step.

4. Inspect to determine if one of the following mechanical or electrical concerns apply:

Visual Inspection Chart

Mechanical	Electrical
• Wheel speed sensor ring • Hydraulic control unit (HCU) • Incorrectly inflated tires • Mismatched wheels or tires on vehicle • Base brake concern	• Front battery junction box (FBJB) Fuse: ♦ 14 (30A) ♦ 22 (40A) • ABS module

• Brake booster vacuum hose • Ford-specified steering components, suspension components and tire size • Steering wheel rotation ring	• EVAC and fill connector • Wheel speed sensor • Advance Trac®/IVD switch • PTS switch • Steering wheel rotation sensor • Brake booster solenoid • Brake booster release switch • Brake pressure transducer • Yaw rate sensor (integral to sensor cluster) • Accelerometer (integral to sensor cluster) • Wiring harness • Connectors or connections • Circuitry

5. If the concern remains after the inspection, connect the scan tool to the data link connector (DLC) located beneath the instrument panel and select the vehicle to be tested from the scan tool menu. If the scan tool does not communicate with the vehicle:
    - Check that the program card is correctly installed.
    - Check the connection of the data link connector to the vehicle.
    - Check that the ignition switch is in the RUN position.

6. If the scan tool still does not communicate with the vehicle, refer to the scan tool manual.

7. Carry out the DATA LINK DIAGNOSTIC TEST. If scan tool responds with:
    - CKT914, CKT915 or CKT70 = ALL ECUS NO RESP/NOT EQUIP, refer to Section 418-00 .
    - NO RESP/NOT EQUIP for the ABS module, Go To Pinpoint Test A .
    - SYSTEM PASSED, retrieve and record the continuous diagnostic trouble codes (DTCs), clear the continuous DTCs, cycle the ignition switch OFF and ON, then carry out the self-test diagnostics for the ABS module.

8. If the DTCs retrieved are related to the concern, go to ABS (With or Without Advance Trac®/IVD) Module Diagnostic Trouble Code (DTC) Index to continue diagnostics.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

ABS/Traction Control and ABS/Traction Control with Advance Trac®/IVD Diagnostic Trouble Code (DTC) Index

NOTE: The need to recalibrate the module is indicated by the active/fail lamp flashing. There are other service actions that can require recalibration when there is no flashing lamp. The lamp will flash after clearing the DTCs that are indicated in the module calibration list.

NOTE: Always retrieve the continuous DTCs after running the self-test.

ABS/Traction Control and ABS/Traction Control with Advance Trac®/IVD Diagnostic Trouble Code (DTC) Index

NOTE: DTC C1730 (Reference Voltage Out Of Range) must be repaired before DTC C1279, C1280, C1281, C1282, C1288, C1289.

DTCDescriptionSourceActionB1342 [a]ECU Is DefectiveABS [a]

NOTE: If other DTCs are present, REPAIR them before installing a new component.

CLEAR the DTCs. RETRIEVE the DTCs. If DTC B1342 is still present, INSTALL a new module. REFER to Anti-Lock Brake System (ABS) Module . REPEAT the self-test.B1483 [a]Brake Pedal Input Circuit FailureABS [a]Go To Pinpoint Test B .B1676 [a]Battery Pack Voltage Out of RangeABS [a]Go To Pinpoint Test C .B2477 [a]Module Configuration FailureABS [a]Follow the scan tool directions for the calibration procedure. REFER to Section 418-00 .B2734 [b]Pedal Travel Sensor (PTS) Supply ErrorABS [b]Follow the scan tool directions for the calibration procedure. REFER to Section 418-00 .B2736 [b]Pedal Travel Sensor (PTS) Circuit FaultABS [b]Follow the scan tool directions for the calibration procedure. REFER to Section 418-00 .B2737 [b]Pedal Travel Sensor (PTS) Jammed ErrorABS [b]Follow the scan tool directions for the calibration procedure. REFER to Section 418-00 .B2738 [b]Pedal Travel Sensor (PTS) Spike ErrorABS [b]Follow the scan tool directions for the calibration procedure. REFER to Section 418-00 .B2740 [b]Pedal Travel Sensor (PTS) Spike ErrorABS [b]Follow the scan tool directions for the calibration procedure. REFER to Section 418-00 .B2741 [b]Sensor Cluster Loop EndABS [b]Follow the scan tool directions for the calibration procedure. REFER to Section 418-00 .B2900 [a]VIN MismatchedABS [a]VERIFY that the ABS module has the correct as-built data.C1095 [a]ABS Hydraulic Pump Motor Circuit FailureABS [a]Go To Pinpoint Test D .C1145 [a]Wheel Speed Sensor RF Input Circuit FailureABS [a]Go To Pinpoint Test E .C1155 [a]Wheel Speed Sensor LF Input Circuit FailureABS [a]Go To Pinpoint Test E .C1165 [a]Wheel Speed Sensor RR Input Circuit FailureABS [a]Go To Pinpoint Test E .C1175 [a]Wheel Speed Sensor LR Input Circuit FailureABS [a]Go To Pinpoint Test E .C1233 [a]Wheel Speed LF Input Signal MissingABS [a]Go To Pinpoint Test F .C1234 [a]Wheel Speed RF Input Signal MissingABS [a]Go To Pinpoint Test F .C1235 [a]Wheel Speed RR Input Signal MissingABS [a]Go To Pinpoint Test F .C1236 [a]Wheel Speed LR Input Signal MissingABS [a]Go To Pinpoint Test F .C1277 [a]Steering Wheel Angle 1 and 2 Circuit FailureABS [a]Go To Pinpoint Test G .C1278 [b]Steering Wheel Angle 1 and 2 Signal FaultedABS [b]Go To Pinpoint Test G .C1279 [b]Yaw Rate Sensor Circuit FailureABS [b]Go To Pinpoint Test H .C1280 [b]Yaw Rate Sensor Signal FaultABS [b]Go To Pinpoint Test H .C1281 [b]Lateral Accelerometer Circuit FailureABS [b]Go To Pinpoint Test H .C1282 [b]Lateral Accelerometer Signal FaultABS [b]Go To Pinpoint Test H .C1285 [b]Booster Solenoid Circuit FailureABS [b]Go To Pinpoint Test I .C1287 [b]Booster Pedal Force Switch Circuit FailureABS [b]Go To Pinpoint Test J .C1288 [b]Brake Pressure Transducer Input Circuit FailureABS [b]Go To Pinpoint Test K .C1440Pressure Transducer Input Circuit FailureABS [b]Go To Pinpoint Test P .C1730 [b]Reference Voltage Out of Range (+5 V)ABS [b]Go To Pinpoint Test L .C1805 [b]Mismatched PCM and/or ABS ModuleABS [b]CHECK for correct component and correct PCM and ABS module configuration. INSTALL a new component as necessary. REFER to Anti-Lock Brake System (ABS) Module . CLEAR the DTC. REPEAT the self-test.C1963 [b]Stability Control Inhibit WarningABS [b]This DTC is for information only. GO to the Principles of Operation. CLEAR the DTC. REPEAT the self-test.C1969 [b]Traction Control/Yaw Control Switch Lamp Circuit FaultABSGo To Pinpoint Test Q .C1991 [b]Module Calibration FailureABSCALIBRATE the Traction Control Module. REFER to Section 418-00 .C1996 [b]Active Yaw Control DisabledABSThis DTC can be set if the Advance Trac®/IVD System is activated for 15 seconds of continuous operation. CHECK for any major chassis modifications, gross suspension misalignment or other items that can alter the vehicle tracking dynamics.C1998 [b]Module Calibration Not CompleteABSGo To Pinpoint Test R .C2777 [b]Sensor Cluster Bus FailureABSGo To Pinpoint Test S .C2788 [b]Sensor Power Supply FailureABSGo To Pinpoint Test S .U1009SCP (J1850) Invalid or Missing Data for Engine TorquePCMREFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.U1027SCP (J1850) Invalid or Missing Data for Engine RPMPCMREFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.U1059SCP (J1850) Invalid or Missing Data for Transmission/Transaxle/PRNDLPCMREFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.U1073SCP (J1850) Invalid or Missing Data for Engine CoolantPCMREFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.U1243SCP (J1850) Invalid or Missing Data for Exterior EnvironmentPCMREFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.U1262SCP (J1850) Communication Bus FaultNetwork FaultREFER to Section 418-00 .U1900CAN Network 1 Communication Bus Fault-Receive ErrorNetwork FaultREFER to Section 418-00

.U1901CAN Network 2 Communication Bus Fault-Receive ErrorNetwork FaultREFER to Section 418-00 .

[a] ABS/Traction Control and Advance Trac®/IVD
[b] ABS with Advance Trac

Calibration List

NOTE: The need to recalibrate the ABS module is indicated by the Advance Trac®/IVD active/fail lamp flashing. The lamp will flash after the DTCs on the calibration list are cleared.

Calibration List

DTC	Description	Calibration
C1277	Steering Wheel Angle 1 and 2 Circuit Failure	YES
C1278	Steering Wheel Angle 1 and 2 Signal Fault	YES
C1279	Yaw Rate Sensor Circuit Failure	YES
C1280	Yaw Rate Sensor Signal Fault	YES
C1281	Lateral Accelerometer Circuit Failure	YES
C1282	Lateral Accelerometer Signal Fault	YES
C1283	Switch Test Signal Fault	YES
C1285	Booster Solenoid Circuit Failure	YES
C1286	Booster Mechanical Failure	YES
C1287	Booster Pedal Force Switch Circuit Failure	YES
C1288	Brake Pressure Transducer Input Circuit Failure	YES
C1730	Reference Voltage Out of Range (+5 V)	YES
C1960	Driver Brake Apply Circuit Failure	NO
C1963	Stability Control Inhibit Warning	NO

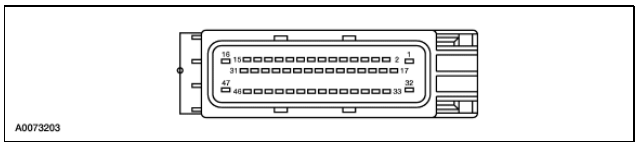
Symptom Chart

Refer to Wiring Diagrams Cell 42 for schematic and connector information.

Symptom Chart

Connector Reference and Terminal Readings

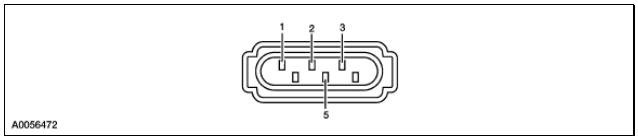
Anti-Lock Brake System (ABS) Connector C135



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 30-CF13 (RD) HCU pump power	B+ voltage at all times.
2	CKT 4-EE6 (GY) ISO bus	ISO communication when connected.
3	CKT 8-CC18 (WH/RD) Steering wheel rotation sensor angle 1	PID value when connected 0° to 45°.
4	CKT 20-CF6A (PK/YE) Ignition power	B+ voltage with key ON.
5	CKT 9-CC1 (BN/RD) Steering wheel rotation/accelerometer/yaw rate sensor return	Less than 5 ohms to chassis ground, 0 volts.
6	CKT 10-CC17 (GY) Steering wheel rotation sensor angle 2	PID value when connected 0° to -45°.
7	CKT 7-CC1 (YE/RD) Steering wheel rotation sensor/accelerometer/yaw rate sensor power	Greater than 9 volts with ignition in START or RUN.
8	Not used	
9	Not used	
10	Not used	
11	Not used	
12	CKT 4-CF6 (GY) SCP Bus (+)	SCP communication high current when connected.
13	CKT 31S-CF45 (BK/GN) Advance Trac®/IVD OFF indicator	Zero volts when Advance Trac®/IVD switch is OFF.
14	CKT 5-CF6 (BU) SCP Bus (-)	SCP communication low current when connected.
15	Not used	
16	CKT 31-CF6A (BK/YE) ABS module ground	Zero volts, less than five ohms to chassis ground.
17	CKT 8-CF68 (WH/RD) Active brake booster power	B+ with key ON.
18	CKT 7-CF64 (YE/BK) Brake pressure transducer power	Five volts with ignition in RUN.
19	CKT 9-CF64 (BN/YE) Brake pressure transducer ground	Zero volts, less than five ohms to chassis ground.
20	CKT 8-CF64 (WH/BK) Brake pressure transducer signal	Zero to five volts, varies proportional to brake pressure.
21	Not used	
22	CKT 8-CF63 (WH/GN) Navigation system signal	Signal varies with vehicle speed.
23	Not used	
24	CKT 9-CF65 (BN/WH) Pedal travel switch (PTS) switch ground	Zero volts, less than five ohms to chassis ground.
25	CKT 9-CF66 (BN/BU) Accelerometer/yaw rate sensor CAN Bus (-)	CAN communication low current when connected.
26	CKT 7-CF65 (YE/VT) Pedal travel switch (PTS) switch power	Five volts with ignition in RUN.
27	CKT 8-CF51 (WH/GN) Brake pedal force switch normally open (NO)	Open circuit without brake pedal applied.
28	CKT 9-CF51 (BN/GN) Brake pedal force	Zero to five volts varies with brake pedal

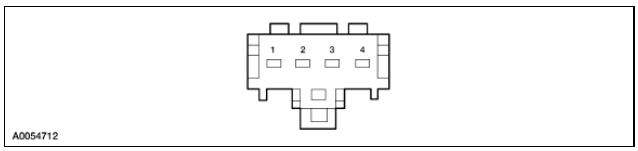
	switch signal	application.
29	CKT 8-CF66 (WH/BU) Accelerometer/yaw rate sensor CAN Bus (+)	CAN communication high current when connected.
30	CKT 10-CF51 (GY/OG) Brake pedal force switch normally closed (NC)	Closed circuit without brake pedal applied.
31	CKT 9-CF68 (BN/RD) Active brake booster power	Five volts with ignition in RUN
32	CKT 30-CF6A (RD) HCU solenoid valves power	B+ voltage at all times.
33	CKT 8-CF38 (WH/RD) RF active wheel speed sensor ground	PID value 0 to 255 km/h (0 to 158 mph); 0 volts, less than 5 ohms to chassis ground when connected.
34	CKT 7-CF38 (YE/RD) RF active wheel speed sensor power	PID value 0 to 255 km/h (0 to 158 mph); 0 volts, less than 5 ohms to chassis ground when connected.
35	Not used	
36	CKT 7-CF34 (YE/BU) LR active wheel speed sensor power	PID value 0 to 255 km/h (0 to 158 mph); 0 volts, less than 5 ohms to chassis ground when connected.
37	CKT 8-CF34 (WH/BU) LR active wheel speed sensor ground	PID value 0 to 255 km/h (0 to 158 mph); 0 volts, less than 5 ohms to chassis ground when connected.
38	CKT 8-CF54 (WH/VT) Traction Control Actuator/Advance Trac®/IVD switch input	Twelve volts with Advance Trac®/IVD switch ON.
39	CKT 8-GN14 (WH/BK) Backup aid signal	Five-volt reference signal to backup aid with transmission selector in R
40	CKT 8-CF65 (WH/VT) Pedal travel switch (PTS) switch signal	Zero to five volts varies with pedal travel switch position.
41	CKT 29-CF1 (OG/BU) Brake ON/OFF switch input	Brake applied, 0 volts/brake not applied, 12 volts.
42	CKT 8-CF40 (WH/GN) RR active wheel speed sensor ground	PID value 0 to 255 km/h (0 to 158 mph); 0 volts, less than 5 ohms to chassis ground when connected.
43	CKT 7-CF40 (YE/GN) RR active wheel speed sensor power	PID value 0 to 255 km/h (0 to 158 mph); 0 volts, less than 5 ohms to chassis ground when connected.
44	CKT 29S-CF2 (OG/BU) Driver brake apply signal power	Brake applied 12 volts to trailer tow relay (if equipped).
45	CKT 7-CF32 (YE/BR) LF active wheel speed sensor power	PID value 0 to 255 km/h (0 to 158 mph); 0 volts, less than 5 ohms to chassis ground when connected.
46	CKT 8-CF32 (WH/BR) LF active wheel speed sensor ground	PID value 0 to 255 km/h (0 to 158 mph); 0 volts, less than 5 ohms to chassis ground when connected.
47	CKT 31-CF6B (BK/YE) ABS module ground	Zero volts, less than five ohms to chassis ground.

Accelerometer/Yaw Rate Sensor C3073



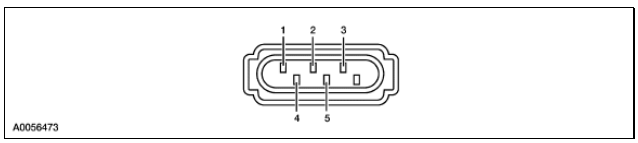
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 9-CF66 (BN/BU) Accelerometer/yaw rate sensor CAN Bus (-)	CAN communication low current when connected.
2	CKT 8-CF66 (WH/BU) Accelerometer/yaw rate sensor CAN Bus (+)	CAN communication high current when connected.
3	CKT 7-CF67 (YE/RD) Steering wheel rotation sensor/accelerometer/yaw rate sensor power	Greater than 9 volts with ignition in START or RUN.
5	CKT 9-CF67 (BN/RD) Steering wheel rotation/accelerometer/yaw rate sensor return	Zero volts, less than five ohms to chassis ground.

Steering Wheel Rotation Sensor C226



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-CC16A (YE/BK) Steering wheel rotation sensor/accelerometer/yaw rate sensor power	Greater than 9 volts with ignition in START or RUN.
2	CKT 10-CC17 (GY) Steering wheel rotation sensor angle 2	PID value when connected 0° to -45°.
3	CKT 8-CC18 (WH/RD) Steering wheel rotation sensor angle 1	PID value when connected 0° to 45°.
4	CKT 9-CC16 (BN/YE) Steering wheel rotation/accelerometer/yaw rate sensor return	Zero volts, less than five ohms to chassis ground.

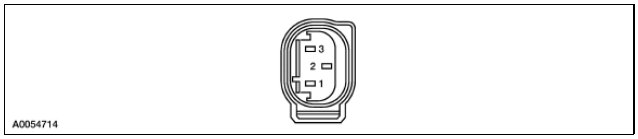
Active Brake Booster C149



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-CF51 (WH/GN) Brake pedal force switch normally open (NO)	Open circuit without brake pedal applied.
2	CKT 10-CF51 (GY/OG) Brake pedal force switch normally closed (NC)	Closed circuit without brake pedal applied.

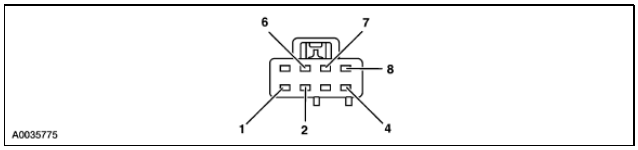
3	CKT 9-CF68 (BN/RD) Active brake booster power	Five volts with ignition ON.
4	CKT 8-CF68 (WH/RD) Active brake booster power	B+ with ignition ON.
5	CKT 9-CF51 (BN/GN) Brake pedal force switch signal	Zero to five volts varies with brake pedal application.

Brake Pressure Transducer C147



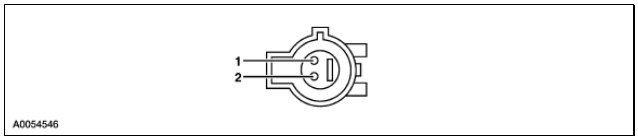
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 9-CF64 (BN/YE) Brake pressure transducer ground	Zero volts, less than five ohms to chassis ground.
2	CKT 8-CF64 (WH/BK) Brake pressure transducer signal	Zero to five volts, varies proportional to brake pressure.
3	CKT 7-CF64 (YE/BK) Brake pressure transducer power	Five volts with ignition ON.

Advance Trac®/IVD Switch C3208



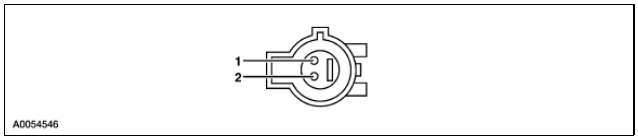
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 20-CF54 (PK/WH) Advance Trac®/IVD switch power	Greater than 10 volts on actuation.
2	CKT 8-CF54 (WH/VT) Advance Trac®/IVD signal	Greater than 10 volts on actuation.
4	CKT 31S-CF45 (BK/GN) Advance Trac®/IVD OFF signal	Greater than 10 volts with switch OFF.
7	CKT 31-LH45 (BK/WH) Switch illumination ground	Zero voltage, less than five ohms to chassis ground.
8	CKT 64S-LH45 (BU/OG) Switch illumination power	Greater than 9 volts on actuation when connected.

LF Wheel Speed Sensor C150



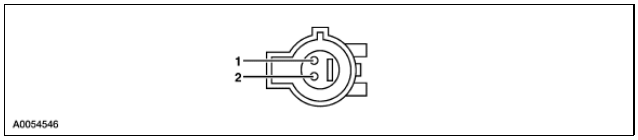
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-CF32 (YE/BR) LF wheel speed (+)	PID value 0 to 255 km/h (0 to 158 mph).
2	CKT 8-CF32 (WH/BR) LF wheel speed (-)	PID value 0 to 255 km/h (0 to 158 mph).

RF Wheel Speed Sensor C160



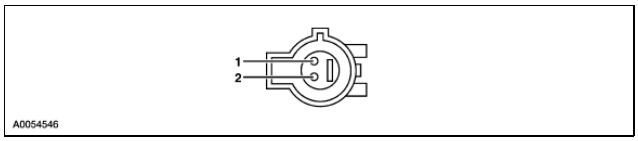
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-CF38 (YE/RD) RF wheel speed (+)	PID value 0 to 255 km/h (0 to 158 mph).
2	CKT 8-CF38 (WH/RD) RF wheel speed (-)	PID value 0 to 255 km/h (0 to 158 mph).

LR Wheel Speed Sensor C440



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-CF34 (YE/BU) LR wheel speed (-)	PID value 0 to 255 km/h (0 to 158 mph).
2	CKT 8-CF34 (WH/BU) LR wheel speed (+)	PID value 0 to 255 km/h (0 to 158 mph).

RR Wheel Speed Sensor C426



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 7-CF40 (YE/GN) RR wheel speed (+)	PID value 0 to 255 km/h (0 to 158 mph).
2	CKT 8-CF40 (WH/GN) RR wheel speed (-)	PID value 0 to 255 km/h (0 to 158 mph).

Pinpoint Tests

Pinpoint Test A: No Communication With The ABS Module

Normal Operation

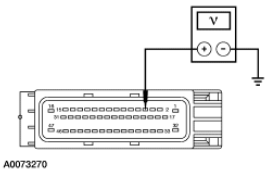
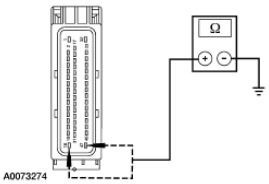
The operating voltage required to supply the ABS module, hydraulic pump, and isolation valves is in a range between 10 and 17 volts.

Voltage is supplied by circuit 20-CF6A (PK/YE) (ignition feed) and circuit 30-CF13 (RD) (power hot at all times). Ground is provided through circuit 31-CF6A (BK/YE) and 31-CF6B (BK/YE).

Possible Causes

- Charging system.
- Battery.
- Ground circuit 31-CF6A (BK/YE) or 31-CF6B (BK/YE).
- Power supply:
  - ♦ circuit 30-CF13 (RD)
  - ♦ circuit 20-CF6A (PK/YE)

PINPOINT TEST A: NO COMMUNICATION WITH THE ABS MODULE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
A1 CHECK THE VOLTAGE TO THE ABS MODULE	
• Key in OFF position. • Disconnect: ABS Module C135. • Key in ON position. • Measure the voltage between ABS module C135-4, circuit 20-CF6A (PK/YE), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to A2 . **No** REPAIR circuit 20-CF6A (PK/YE). REPEAT the self-test.
A2 CHECK THE ABS MODULE GROUNDS	
• Key in OFF position. • Measure the resistance between ABS module C135-16, circuit 31-CF6A (BK/YE), harness side, and ground; and between ABS module C135-47 circuit 31-CF6B (BK/YE) harness side, and ground.  • **Are the resistances less than 5 ohms?**	**Yes** CHECK the module communications network. REFER to Section 418-00 . **No** REPAIR circuit 31-CF6A (BK/YE) or 31-CF6B (BK/YE). REPEAT the self-test.

Pinpoint Test B: DTC B1483 Brake Pedal Input Circuit Failure

Normal Operation

The operating voltage required to supply the pedal travel switch (PTS) switch is 5 volts through circuit 7-CF65 (YE/VT).

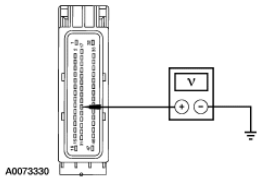
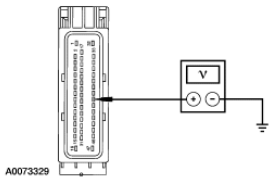
The PTS signal is sent through circuit 8-CF65 (WH/VT) to the ABS module.

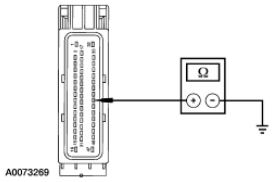
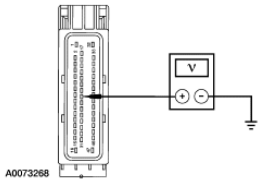
Ground is provided through circuit 9-CF65 (BN/WH).

Possible Causes

- Power circuit 7-CF65 (YE/VT).
- Ground circuit 9-CF65 (BN/WH).
- Signal circuit 8-CF65 (WH/VT).

PINPOINT TEST B: DTC B1483 BRAKE PEDAL INPUT CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
B1 CHECK CIRCUIT 7-CF65 (YE/VT) FOR AN OPEN	
• Key in OFF position. • Disconnect: ABS Module C135. • Measure the voltage between ABS module C135-26, circuit 7-CF65 (YE/VT), harness side, and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to B2 . **No** REPAIR circuit 7-CF65 (YE/VT). CLEAR the DTC. REPEAT the self-test.
B2 CHECK CIRCUIT 8-CF65 (WH/VT)	
• Measure the voltage between ABS module C135-40, circuit 8-CF65 (WH/VT), harness side, and ground, while depressing and releasing the brake pedal.  • **Is the voltage greater than 10 volts with the brake pedal depressed, and zero volts with the brake pedal released?**	**Yes** INSTALL a new pedal travel switch (PTS) switch. CLEAR the DTC. REPEAT the self-test. **No** GO to B3 .

B3 CHECK CIRCUIT 8-CF65 (WH/VT) FOR A SHORT TO GROUND	
• Measure the resistance between ABS module C135-40, circuit 8-CF65 (WH/VT), harness side, and ground.  A0073269 • **Is the resistance less than 10,000 ohms?**	**Yes** GO to B4 . **No** REPAIR circuit 8-CF65 (WH/VT). CLEAR the DTC. REPEAT the self-test.
B4 CHECK CIRCUIT 9-CF65 (BN/WH) FOR A SHORT TO POWER	
• Measure the voltage between ABS module C135-24, circuit 9-CF65 (BN/WH), harness side and ground.  A0073268 • **Is voltage present?**	**Yes** REPAIR circuit 9-CF65 (BN/WH). CLEAR the DTC. REPEAT the self-test. **No** INSTALL a new pedal travel switch (PTS) switch. CLEAR the DTC. REPEAT the self-test.

Pinpoint Test C: DTC B1676 Battery Pack Voltage Out Of Range

Normal Operation

The vehicle electrical system supplies 12 volts to the ABS module.

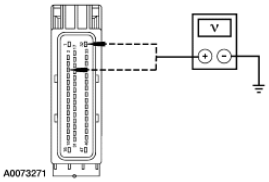
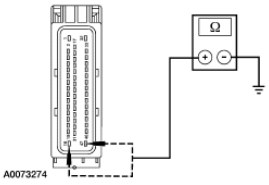
Voltage is supplied by circuit 20-CF6A (PK/YE) (ignition feed) and circuit 30-CF13 (RD) (power hot at all times). Ground is provided through circuit 31-CF6A (BK/YE) and 31-CF6B (BK/YE).

Possible Causes

- Charging system.
- Battery.
- Ground circuit 31-CF6A (BK/YE) or 31-CF6B (BK/YE).
- Power supply:
  - ♦ circuit 30-CF13 (RD)
  - ♦ circuit 20-CF6A (PK/YE)

PINPOINT TEST C: DTC B1676 BATTERY PACK VOLTAGE OUT OF RANGE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
C1 CHECK THE BATTERY VOLTAGE	

• Measure the battery voltage between the positive and negative battery posts with the key ON engine OFF (KOEO), and with the engine running. • **Is the battery voltage between 10 and 13 volts with KOEO, and between 11 and 17 volts with the engine running?**	**Yes** GO to C2 . **No** CHECK the charging system. REFER to Section 414-00 . TEST the system for normal operation.
C2 CHECK VOLTAGE TO THE ABS MODULE	
• Key in OFF position. • Disconnect: ABS Module C135. • Key in ON position. • Measure the voltage between ABS module C135-4, circuit 20-CF6A (PK/YE), harness side and ground; and between ABS module C135-32, circuit 30-CF6A (RD), harness side and ground.  • **Are the voltages greater than 10 volts?**	**Yes** GO to C3 . **No** REPAIR circuit 20-CF6A (PK/YE) or circuit 30-CF6A (RD). CLEAR the DTC. REPEAT the self-test.
C3 CHECK THE ABS MODULE GROUNDS	
• Key in OFF position. • Measure the resistance between ABS module C135-16, circuit 31-CF6A (BK/YE), harness side, and ground; and between ABS module C135-47 circuit 31-CF6B (BK/YE) harness side, and ground.  • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. CLEAR the DTC. REPEAT the self-test. **No** REPAIR circuit 31-CF6A (BK/YE) or 31-CF6B (BK/YE). CLEAR the DTC. REPEAT the self-test.

Pinpoint Test D: DTC C1095 ABS Hydraulic Pump Motor Circuit Failure

Normal Operation

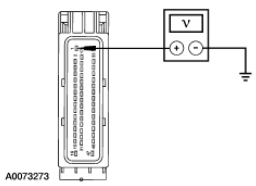
The operating voltage required to run the hydraulic pump motor is in a range between 10 and 17 volts.

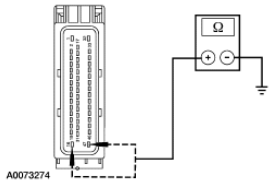
Voltage is supplied by circuit 30-CF13 (RD) (power hot at all times). Ground is provided through circuit 31-CF6A (BK/YE) and 31-CF6B (BK/YE).

Possible Causes

- Ground circuit 31-CF6A (BK/YE) or 31-CF6B (BK/YE).
- Power supply circuit 30-CF13 (RD).
- Hydraulic pump motor.
- ABS module.

PINPOINT TEST D: DTC C1095 ABS HYDRAULIC PUMP MOTOR CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
D1 CHECK THE ABS PUMP MOTOR	
• Key in ON position. • **Is the ABS pump motor running all the time?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. CLEAR the DTC. REPEAT the self-test. **No** GO to D2 .
D2 CHECK PUMP MOTOR OPERATION	
• Key in ON position. • Trigger the ABS module pump motor ON active command. • **Does the ABS pump motor run for approximately three seconds?**	**Yes** CLEAR the DTC. CHECK the yellow ABS warning indicator while driving the vehicle (brakes must not be applied) above 32 km/h (20 mph). If the yellow ABS warning indicator illuminates, RETRIEVE the DTCs. If DTC C1095 is retrieved, INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. CLEAR the DTC. REPEAT the self-test. If the yellow ABS warning indicator does not illuminate, the system is OK. **No** TRIGGER the ABS module pump motor OFF active command.GO to D3 .
D3 CHECK CIRCUIT 30-CF13 (RD) FOR AN OPEN	
• Disconnect: ABS Module C135. • Measure the voltage between ABS module C135-1, circuit 30-CF13 (RD) harness side, and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to D4 . **No** REPAIR circuit 30-CF13 (RD). CLEAR the DTC. REPEAT the self-test.
D4 CHECK CIRCUIT 31-CF6A (BK/YE) OR 31-CF6B (BK/YE) FOR AN OPEN	

• Disconnect: ABS Module C135. • Measure the resistance between ABS module C135-16, circuit 31-CF6A (BK/YE) harness side, and ground; and between ABS module C135-47, circuit 31-CF6B (BK/YE) harness side and ground. Then, measure the resistance between ABS module C135-16 circuit 31-CF6A (BK/YE) and C135-47 circuit 31-CF6B (BK/YE), component side.  • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new hydraulic pump motor in the HCU. REFER to Hydraulic Control Unit (HCU) in this section. CLEAR the DTC. REPEAT the self-test. **No** REPAIR circuit 31-CF6A (BK/YE) or 31-CF6B (BK/YE). CLEAR the DTC. REPEAT the self-test.

Pinpoint Test E: DTC C1145 (RF), DTC C1155 (LF), DTC C1165 (RR), DTC C1175 (LR) Wheel Speed Sensor Input Circuit Failure

Normal Operation

The active wheel speed sensor generates a square wave signal that is sent to the ABS module. The wheel speed sensor circuitry connects to the ABS module connector C135 through two wires and a connector at each wheel speed sensor. When the ignition is turned to the RUN position, the ABS module carries out a self-test by sending a reference voltage through the right front wheel speed sensor and its circuitry to determine if they are functional.

Twelve volts are supplied to the active wheel speed sensors from the ABS module. The wheel speed sensor ground is supplied by the ABS module.

Possible Causes

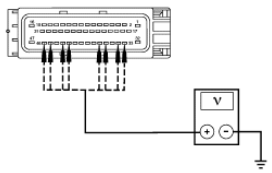
- Wheel speed sensor.
- Wheel speed sensor harness circuit(s) (power or ground).
- ABS or wheel speed sensor connector(s).

PINPOINT TEST E: DTC C1145 (RF), DTC C1155 (LF), DTC C1165 (RR), DTC C1175 (LR) WHEEL SPEED SENSOR INPUT CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
E1 CHECK FOR A SHORT TO POWER	
NOTE: Both circuits must be checked for each DTC. • Key in OFF position. • Disconnect: ABS Module C135. • Disconnect: Suspect Wheel Speed Sensor. • Key in ON position. • Measure the voltage between ABS module	**Yes** REPAIR the circuit in question. CLEAR the DTC(s). REPEAT the self-test. **No** GO to E2 .

C135 pins, harness side, and ground, as follows:

DTC	ABS Module C135 Pin	Circuit
C1145 (RF)	33	8-CF38 (WH/RD)
C1145 (RF)	34	7-CF38 (YE/RD)
C1155 (LF)	45	7-CF32 (YE/BR)
C1155 (LF)	46	8-CF32 (WH/BR)
C1165 (RR)	42	8-CF40 (WH/GN)
C1165 (RR)	43	7-CF40 (YE/GN)
C1175 (LR)	36	7-CF34 (YE/BU)
C1175 (LR)	37	8-CF34 (WH/BU)



- **Is voltage present?**

E2 CHECK FOR A SHORT TO GROUND

NOTE: Both circuits must be checked for each DTC.

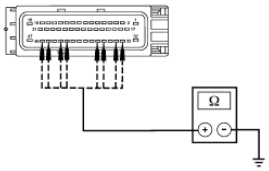
- Key in OFF position.
- Measure the resistance between ABS module C135 pins harness side and ground, as follows:

DTC	ABS Module C135 Pin	Circuit
C1145 (RF)	33	8-CF38 (WH/RD)
C1145 (RF)	34	7-CF38 (YE/RD)

Yes
GO to E3 .

No
REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test.

C1155 (LF)	45	7-CF32 (YE/BR)
C1155 (LF)	46	8-CF32 (WH/BR)
C1165 (RR)	42	8-CF40 (WH/GN)
C1165 (RR)	43	7-CF40 (YE/GN)
C1175 (LR)	36	7-CF34 (YE/BU)
C1175 (LR)	37	8-CF34 (WH/BU)



- **Are the resistances greater than 10,000 ohms?**

E3 CHECK FOR AN OPEN

NOTE: Both circuits must be checked for each DTC.

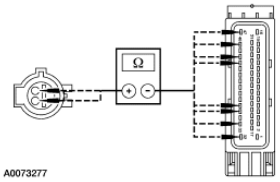
- Measure the resistance between ABS module C135 pins, harness side and the suspect wheel speed sensor connector pins, harness side, as follows:

DTC	Circuit	ABS Module C135 Pin	Wheel Speed Sensor Connector Pin
C1145 (RF)	8-CF38 (WH/RD)	33	2
C1145 (RF)	7-CF38 (YE/RD)	34	1
C1155 (LF)	7-CF32 (YE/BR)	45	2
C1155 (LF)	8-CF32 (WH/BR)	46	1
C1165 (RR)	7-CF40 (YE/GN)	43	2
C1165 (RR)	8-CF40 (WH/GN)	42	1

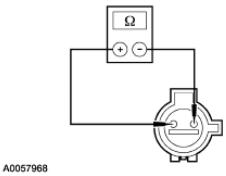
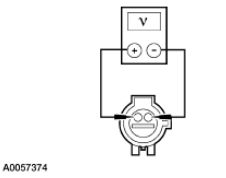
Yes
GO to E4 .

No
REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test.

C1175 (LR)	7-CF34 (YE/BU)	36	2
C1175 (LR)	8-CF34 (WH/BU)	37	1



- **Are the resistances less than 5 ohms?**

E4 CHECK FOR SHORTED WHEEL SPEED SENSOR CIRCUITS	
• Measure the resistance between the suspect wheel speed sensor pins.  • **Is the resistance greater 10,000 ohms?**	**Yes** GO to E5 . **No** REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test.
E5 CHECK THE ABS MODULE OUTPUT	
• Connect: ABS Module C135. • Key in ON position. • Measure the voltage between the suspect wheel speed sensor pins, harness side.  • **Is the voltage less than 9 volts?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. CLEAR the DTC. REPEAT the self-test. **No** INSTALL a new wheel speed sensor. For the front wheel speed sensor, REFER to Front Wheel Speed Sensor and Sensor Ring in this section. CLEAR the DTC. REPEAT the self-test. For the rear wheel speed sensor, REFER to Rear Wheel Speed Sensor and Sensor Ring in this section. CLEAR the DTC. REPEAT the self-test.

Pinpoint Test F: DTC C1233 (LF), DTC C1234 (RF), DTC C1235 (RR), DTC C1236 (LR) Wheel Speed Sensor Input Signal Missing

Normal Operation

The wheel speed sensor and sensor ring generate a square wave signal to the ABS module that is proportional to wheel speed. The ABS module compares wheel speed inputs from all wheel speed sensors to determine an impending wheel lockup.

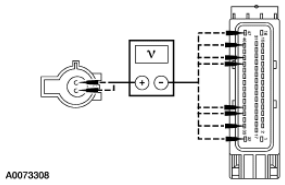
Possible Causes

- Mismatched tire sizes.
- Wheel speed sensor ring.
- Wheel speed sensor.

- ABS module.

PINPOINT TEST F: DTC C1233 (LF), DTC C1234 (RF), DTC C1235 (RR), DTC C1236 (LR) WHEEL SPEED SENSOR INPUT SIGNAL MISSING

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
F1 CHECK FOR DTCs	
• Key in ON position. • Connect the diagnostic tool. • **Is DTC C1145, C1155, C1165 or C1175 present?**	**Yes** Go To Pinpoint Test E . **No** GO to F2 .
F2 CHECK THE WHEEL SPEED PIDs	
• Use the scan tool to monitor the wheel speed PIDs while driving the vehicle at a constant speed. • **Are the four wheel speed PID values similar?**	**Yes** CLEAR the DTC. DRIVE the vehicle. RETRIEVE DTCs. If DTC C1233, C1234, C1235 or C1236 is present, INSTALL a new anti-lock brake control module. REFER to Anti-Lock Brake System (ABS) Module in this section. REPEAT the self-test. **No** GO to F3 .
F3 CHECK THE WHEEL SPEED SENSOR FOR DAMAGE AND/OR LOOSENESS	
• Key in OFF position. • Raise and support the vehicle. Refer to Section 100-00 . • **⚠ CAUTION: Examine the wheel speed sensor wire carefully with a good light. Failure to verify damage in the wheel speed sensor wire can lead to unnecessary installation of a new component.** • Inspect the wheel speed sensor mounting for looseness. If the wheel speed sensor is suspected, inspect the sensor for corrosion or on the front anti-lock brake mounting flange. Clean as necessary. • **Is the wheel speed sensor OK?**	**Yes** GO to F4 . **No** INSTALL a new wheel speed sensor. For the front wheel speed sensor, REFER to Front Wheel Speed Sensor and Sensor Ring in this section. CLEAR the DTC. REPEAT the self-test. For the rear wheel speed sensor, REFER to Rear Wheel Speed Sensor and Sensor Ring in this section. CLEAR the DTC. REPEAT the self-test.
F4 CHECK FOR WHEEL SPEED SENSOR RING DAMAGE	
• Remove the wheel speed sensor. • Inspect the wheel speed sensor ring for damaged or missing teeth. Rotate the wheel to verify that no teeth are missing. • **Is the wheel speed sensor ring OK?**	**Yes** GO to F5 . **No** INSTALL a new wheel speed sensor ring. For the front wheel speed sensor ring, REFER to

	Front Wheel Speed Sensor and Sensor Ring in this section. CLEAR the DTC. REPEAT the self-test. For the rear wheel speed sensor ring, REFER to Rear Wheel Speed Sensor and Sensor Ring in this section. CLEAR the DTC. REPEAT the self-test.
F5 CHECK THE ANTI-LOCK BRAKE CONTROL MODULE OUTPUT	
• Key in ON position. • Measure the voltage between the ABS module C135 pins and the suspect wheel speed sensor connector pins as follows: **DTC / Circuit / ABS Module C135 Pin / Wheel Speed Sensor Connector Pin** C1234 (RF) / 8-CF38 (WH/RD) / 33 / 1 C1234 (RF) / 7-CF38 (YE/RD) / 34 / 2 C1233 (LF) / 7-CF32 (YE/BR) / 45 / 1 C1233 (LF) / 8-CF32 (WH/BR) / 46 / 2 C1235 (RR) / 7-CF40 (YE/GN) / 43 / 1 C1235 (RR) / 8-CF40 (WH/GN) / 42 / 2 C1236 (LR) / 7-CF34 (YE/BU) / 36 / 1 C1236 (LR) / 8-CF34 (WH/BU) / 37 / 2  • **Are the voltages greater than 9 volts?**	**Yes** INSTALL a new wheel speed sensor. For the front wheel speed sensor, REFER to Front Wheel Speed Sensor and Sensor Ring in this section. CLEAR the DTC. REPEAT the self-test. For the rear wheel speed sensor, REFER to Rear Wheel Speed Sensor and Sensor Ring in this section. CLEAR the DTC. REPEAT the self-test. **No** INSTALL a new anti-lock brake control module. REFER to Anti-Lock Brake System (ABS) Module in this section. TEST the system for normal operation.

Pinpoint Test G: DTC C1277/C1278 Steering Wheel Angle 1 and 2 Circuit Failure/Faulted

Normal Operation

The steering wheel rotation sensor monitors the steering wheel position when the toothed-wheel on the steering shaft passes through its magnetic field.

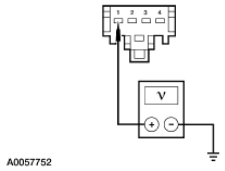
Steering wheel rotation (in degrees) is sent to the ABS module through circuit 8-CC18 (WH/RD) and circuit 10-CC17 (GY). Voltage is supplied by the ABS module through circuit 7-CC1 (YE/RD). Ground is provided by the ABS module through circuit 9-CC1 (BN/RD).

Possible Causes

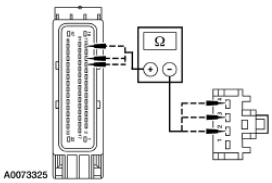
- Sensor signal circuit 8-CC18 (WH/RD).
- Sensor signal circuit 10-CC17 (GY).
- Sensor power circuit 7-CC1 (YE/RD).
- Sensor ground circuit 9-CC1 (BN/RD).
- Steering wheel rotation sensor.

PINPOINT TEST G: DTC C1277/C1278 STEERING WHEEL ANGLE 1 AND 2 CIRCUIT FAILURE/FAULTED

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
G1 CARRY OUT THE RECALIBRATION PROCEDURE	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Clear the DTC. • Carry out the steering wheel rotation sensor recalibration procedure using the scan tool. • Follow the scan tool directions for the calibration procedure. REFER to Section 418-00 . • Enter the following diagnostic mode on the diagnostic tool: Retrieve DTCs. • **Are any DTCs retrieved or does the recalibration procedure indicate a fault?**	**Yes** If DTC C1277 or C1278 is retrieved or the recalibration procedure indicates a fault, GO to G2 . If any other DTC, GO to the ABS (With or Without Advance Trac®/IVD) Module Diagnostic Trouble Code (DTC) Index. **No** The ABS system is operating correctly. The DTC C1278 was meant for detection of steering wheel rotation sensor harness wiring problems at vehicle assembly time. The steering wheel rotation sensor circuit is checked for swapped wires (channel A and B). This DTC should not occur during repair unless the harness wiring to the steering wheel rotation sensor was changed or the PRNDL position indicator is not operating correctly. The DTC will occur only after driving a few feet and making a turn if the wiring problem or PRNDL problem exists.
G2 MONITOR THE STEERING ROTATION SENSOR PIDs	
• Key in ON position. • Monitor the steering rotation sensor PIDs	**Yes** CLEAR the DTC. DRIVE the vehicle. RETRIEVE the DTCs. If DTC C1277 is present,

while rotating the steering wheel clockwise and counterclockwise. • **Are the two PID values similar?**	INSTALL a new ABS control module. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test. **No** GO to G3 .
G3 CHECK THE VOLTAGE TO THE STEERING WHEEL ROTATION SENSOR	
• Key in OFF position. • Disconnect: Steering Wheel Rotation Sensor C226. • Key in ON position. • Measure the voltage between steering wheel rotation sensor C226-1 circuit 7-CC1 (YE/RD), harness side, and ground.  A0057752 • **Is the voltage greater than 5 volts?**	**Yes** GO to G4 . **No** REPAIR circuit 7-CC1 (YE/RD). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.
G4 CHECK THE STEERING WHEEL ROTATION SENSOR CIRCUITRY FOR AN OPEN	
• Key in OFF position. • Measure the resistance between ABS module C135 pins, harness side, and steering wheel rotation sensor C226 pins, harness side, as follows:	**Yes** GO to G5 . **No** REPAIR the circuit in question. CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.

Steering Wheel Rotation Sensor C226 Pin	Circuit	ABS Module C135 Pin	Circuit
2	10-CC17 (GY)	6	10-CC17 (GY)
3	8-CC18 (WH/RD)	3	8-CC18 (WH/RD)
4	9-CC1 (BN/RD)	5	9-CC1 (BN/RD)

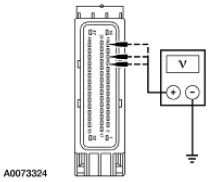


- **Are the resistances less than 5 ohms?**

G5 CHECK THE STEERING WHEEL ROTATION SENSOR FOR A SHORT TO POWER

- Key in OFF position.
- Connect: Steering Wheel Rotation Sensor C226.
- Disconnect: ABS Module C135.
- Key in ON position.
- Measure the voltage between ABS module C135 pins, harness side and ground as follows:

ABS Module C135 Pin	Circuit
6	10-CC17 (GY)
3	8-CC18 (WH/RD)
5	9-CC1 (BN/RD)



- **Is voltage present?**

Yes
REPAIR the circuit in question. CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.

No
GO to G6 .

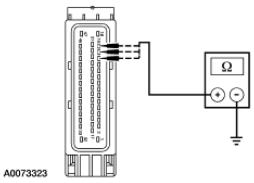
G6 CHECK THE STEERING WHEEL ROTATION SENSOR CIRCUITRY FOR A SHORT TO GROUND

- Key in OFF position.
- Measure the resistance between ABS module C135 pins, harness side, and ground as follows:

ABS Module C135 Pin	Circuit
6	10-CC17 (GY)
3	8-CC18 (WH/RD)
5	9-CC1 (BN/RD)

Yes
INSTALL a new steering rotation sensor. REFER to Steering Wheel Rotation Sensor in this section. CLEAR the DTC. REPEAT the self-test.

No
REPAIR the circuit in question. CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.

 • **Is the resistance greater than 10,000 ohms?**	

Pinpoint Test H: DTC C1279, C1280, C1281, C1282, C2769, C2770 Sensor Cluster Fault

Normal Operation

The accelerometer (lateral and longitudinal-4x4) and the yaw rate sensor are contained in the sensor cluster. The sensor measures the vehicle acceleration and yaw rate then sends the signal via CAN communication wires to the ABS module.

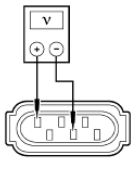
Voltage is supplied by circuit 7-CC1 (YE/RD). Ground is provided through circuit 9-CF67 (BN/RD). The CAN communication is transmitted through circuit 8-CF66 (WH/BU) and circuit 9-CF66 (BN/BU).

Possible Causes

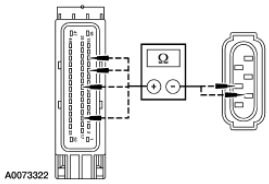
- Power circuit 7-CC1 (YE/RD).
- Ground circuit 9-CF67 (BN/RD).
- CAN communication:
  - circuit 8-CF66 (WH/BU)
  - circuit 9-CF66 (BN/BU)

PINPOINT TEST H: DTC C1279, C1280, C1281, C1282, C2769, C2770 SENSOR CLUSTER FAULT

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
NOTE: The yaw rate sensor and accelerometer are integral to the sensor cluster. The sensor cluster is not serviceable and must be installed as an assembly.	
H1 CARRY OUT THE RECALIBRATION PROCEDURE	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Clear DTCs. • Carry out the yaw rate sensor recalibration procedure using the scan tool. • Enter the following diagnostic mode on the diagnostic tool: Retrieve DTCs. • **Are any DTCs retrieved or does the recalibration procedure indicate a fault?**	**Yes** GO to H2 . **No** The ABS system is operating correctly.
H2 CHECK THE ABS MODULE YAW RATE PID	
• Monitor the ABS module yaw rate PID. • **Is the ABS module yaw rate PID value between 479 and 545?**	**Yes** INSTALL a new yaw rate sensor. REFER to Yaw Rate Sensor in this section. CLEAR DTCs. RECALIBRATE the ABS module.

	FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test. **No** GO to H3 .
H3 REVERIFY THE ABS MODULE YAW RATE PID	
• Monitor the ABS module yaw rate PID. • **Is the ABS module yaw rate PID value between 479 and 545?**	**Yes** CHECK the ABS module connector for loose or corroded pins. CLEAR the DTC. REPEAT the self-test. **No** GO to H4 .
H4 CHECK THE VOLTAGE FROM THE ABS MODULE	
• Connect: ABS Module C135. • Key in ON position. • Measure the voltage between yaw rate sensor C3073-1, circuit 7-CF67 (YE/RD), harness side, and yaw rate sensor C3073-5, circuit 9-CF67 (BN/RD), harness side.  A0057757 • **Is the voltage approximately 10 volts?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. CLEAR the DTC. REPEAT the self-test. **No** GO to H5 .
H5 CHECK THE YAW RATE SENSOR CIRCUITRY FOR AN OPEN	
• Measure the resistance between ABS module C135 pins, harness side, and yaw rate sensor C3073 pins, harness side as follows: **ABS Module C135 Pin** / **Yaw Rate Sensor C3073 Pin** / **Circuit** 7 / 3 / 7-CC1 (YE/RD) 5 / 5 / 9-CF67 (BN/RD) 25 / 1 / 9-CF66 (BN/BU)	**Yes** GO to H6 . **No** REPAIR the circuit in question. CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.

29	2	8-CF66 (WH/BU)

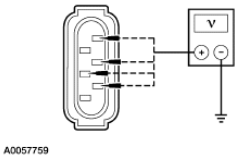


- **Is the resistance less than 5 ohms?**

H6 CHECK THE YAW RATE SENSOR CIRCUITRY FOR A SHORT TO POWER

- Key in OFF position.
- Disconnect: ABS Module C135.
- Disconnect: Yaw Rate Sensor C3073.
- Key in ON position.
- Measure the voltage between ABS module C135 pins, harness side, and ground as follows:

Yaw Rate Sensor C3073 Pin	Circuit
3	7-CF67 (YE/RD)
5	9-CF67 (BN/RD)
1	9-CF66 (BN/BU)
2	8-CF66 (WH/BU)



- **Is voltage present?**

Yes
REPAIR the circuit in question. CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.

No
GO to H7 .

H7 CHECK THE YAW RATE SENSOR CIRCUITRY FOR A SHORT TO GROUND

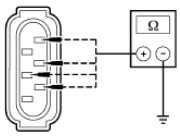
- Key in OFF position.
- Measure the resistance between the yaw rate sensor C3073 pins, harness side, and ground as follows:

Yaw Rate Sensor C3073 Pin	Circuit
3	7-CF67 (YE/RD)
5	9-CF67 (BN/RD)

Yes
INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. CLEAR the DTC. REPEAT the self-test.

No
REPAIR the circuit in question. CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.

1	9-CF66 (BN/BU)
2	8-CF66 (WH/BU)



- **Is the resistance greater than 10,000 ohms?**

Pinpoint Test I: DTC C1285 Booster Solenoid Circuit Failure

Normal Operation

The active brake booster has internal solenoids that assist driver brake applications or can apply the brakes when needed if the vehicle loses control.

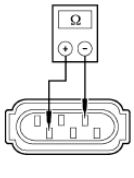
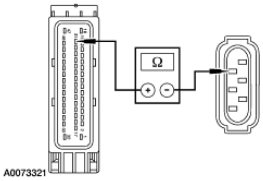
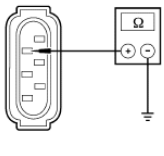
Power is supplied by circuit 8-CF68 (WH/RD). Ground is provided through circuit 9-CF68 (BN/RD).

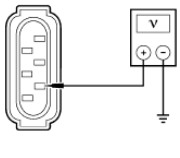
Possible Causes

- Power circuit 8-CF68 (WH/RD).
- Ground circuit 9-CF68 (BN/RD).
- Active brake booster.
- ABS module.

PINPOINT TEST I: DTC C1285 BOOSTER SOLENOID CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
I1 CARRY OUT THE RECALIBRATION PROCEDURE	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Clear DTC. • Carry out the brake booster recalibration procedure using the scan tool. • Enter the following diagnostic mode on the diagnostic tool: Retrieve DTCs. • **Are any DTCs retrieved or does the recalibration procedure indicate a fault?**	**Yes** If DTC C1285 is retrieved, or the brake booster portion of the recalibration procedure indicates a failure, GO to I2 . If any other DTC is retrieved, GO to the ABS (With or Without Advance Trac®/IVD) Module Diagnostic Trouble Code (DTC) Index. **No** The ABS system is operating correctly.
I2 CHECK THE BRAKE BOOSTER SOLENOID	
• Key in OFF position. • Disconnect: Brake Booster C149. • Measure the resistance between brake booster solenoid 149-3 (component side) and brake booster	**Yes** GO to I3 . **No** INSTALL a new brake booster. REFER to

solenoid C149-4 (component side).  A0057761 • **Is the resistance between 1 and 2 ohms?**	Section 206-00 . CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.
I3 CHECK CIRCUIT 8-CF68 (WH/RD) AND CIRCUIT 9-CF68 (BN/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between ABS module C135-17, circuit 8-CF68 (WH/RD), harness side, and brake booster C149-4, circuit 8-CF68 (WH/RD), harness side.  A0073321 • **Is the resistance less than 5 ohms?**	**Yes** GO to I4 . **No** REPAIR circuit 8-CF68 (WH/RD). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.
I4 CHECK CIRCUIT 8-CF68 (WH/RD) FOR A SHORT TO GROUND	
• Measure the resistance between brake booster C149-4, circuit 8-CF68 (WH/RD), harness side and ground.  A0057763 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I5 . **No** REPAIR circuit 8-CF68 (WH/RD). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.
I5 CHECK CIRCUIT 9-CF68 (BN/RD) FOR A SHORT TO POWER	
• Disconnect: ABS Module C135. • Key in ON position. • Measure the voltage between brake booster solenoid C149-3 circuit 9-CF68 (BN/RD), harness side, and ground.	**Yes** REPAIR circuit 9-CF68 (BN/RD). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test. **No** GO to I6 .

 • **Is voltage present?**	
I6 CHECK THE BRAKE BOOSTER SOLENOID FOR CORRECT OPERATION	
• Connect: Brake Booster C149. • Key in START position. • Wait a few minutes to create engine vacuum in the brake booster and then place the ignition switch in the OFF position. • Connect a fused (10A) jumper wire between ABS module C135-31, circuit 9-CF68 (BN/RD), harness side, and ground; and connect a fused (10A) jumper wire for several seconds between ABS module C135-17, circuit 8-CF68 (WH/RD), harness side, and the positive battery post, while observing the brake pedal for movement. • **Does the brake pedal move?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. REPEAT the self-test. **No** INSTALL a new brake booster. REFER to Section 206-00 . CLEAR the DTC. RECALIBRATE the ABS module. REPEAT the self-test.

Pinpoint Test J: DTC C1287 Brake Booster Pedal Force Switch Circuit Failure

Normal Operation

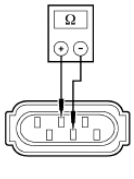
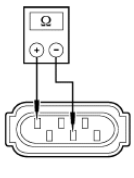
The active brake booster has a normally open (NO), and a normally closed, (NC) pedal force switch that operates according to driver brake applications.

The NO pedal force switch circuit is 8-CF51 (WH/GN). The NC pedal force switch circuit is 10-CF51 (GY/OG).

Possible Causes
- NO pedal force switch circuit 8-CF51 (WH/GN).
- NC pedal force switch circuit 10-CF51 (GY/OG).
- Active brake booster.
- ABS module.

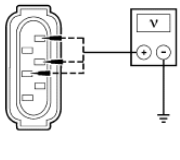
PINPOINT TEST J: DTC C1287 BRAKE BOOSTER PEDAL FORCE SWITCH CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
J1 CARRY OUT THE RECALIBRATION PROCEDURE	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Clear DTCs. • Carry out the brake booster recalibration procedure using the scan tool.	**Yes** If DTC C1287 is retrieved or recalibration procedure indicates a fault, GO to J2 . If any other DTC, GO to the ABS (With or Without Advance Trac®/IVD) Module Diagnostic Trouble

• Enter the following diagnostic mode on the diagnostic tool: Retrieve DTCs. • **Are any DTCs retrieved or does the recalibration procedure indicate a fault?**	Code (DTC) Index. **No** The system is operating correctly.
J2 CHECK THE NORMALLY CLOSED RELEASE SWITCH	
• Key in OFF position. • Disconnect: Brake Booster C149. • Measure the resistance between brake booster 149-2 (component side) and brake booster C149-5 (component side), while depressing and releasing the brake pedal.  A0057772 • **Is the resistance less than 5 ohms with the brake pedal released and greater than 10,000 ohms with the brake pedal pressed?**	**Yes** GO to J3 . **No** INSTALL a new brake booster. REFER to Section 206-00 . CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.
J3 CHECK THE NORMALLY OPEN RELEASE SWITCH	
• Measure the resistance between brake booster C149-1 (component side) and brake booster C149-5 (component side), while pressing and releasing the brake pedal.  A0057375 • **Is the resistance less than 5 ohms with the brake pedal pressed and greater than 10,000 ohms with the brake pedal released?**	**Yes** GO to J4 . **No** INSTALL a new brake booster. REFER to Section 206-00 . CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.
J4 CHECK THE BRAKE BOOSTER CIRCUITRY FOR A SHORT TO POWER	
• Disconnect ABS Module C135 • Key in ON position. • Measure the voltage between brake booster C149 pins, harness side, and ground, as follows:	**Yes** REPAIR the circuit in question. CLEAR the DTC. RECALIBRATE the ABS module. REPEAT the self-test. **No**

	GO to J5 .

ABS Module C135 Pin	Circuit
1	8-CF51 (WH/GN)
2	10-CF51 (GY/OG)
5	9-CF51 (BN/GN)

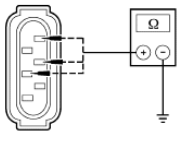


A0057770

- **Is voltage present?**

J5 CHECK THE BRAKE BOOSTER CIRCUITRY FOR A SHORT TO GROUND	
• Measure the resistance between the brake booster C149 pins and ground as follows:	**Yes** GO to J6 . **No** REPAIR the circuit in question. CLEAR the DTC(s). REPEAT the self-test.

Brake Booster Pin	Circuit
1	8-CF51 (WH/GN)
2	10-CF51 (GY/OG)
5	9-CF51 (BN/GN)

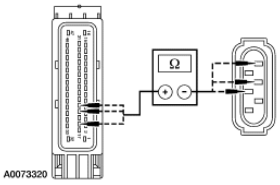


A0057771

- **Is the resistance greater than 10,000 ohms?**

J6 CHECK THE BRAKE BOOSTER CIRCUITRY FOR AN OPEN	
• Key in OFF position. • Measure the resistance between ABS module C135 pins, harness side, and brake booster C149 pins, harness side, as follows:	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. REPEAT the self-test. **No** REPAIR the circuit in question. CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.

ABS Module C135 Pin	Brake Booster C149 Pin	Circuit
27	1	8-CF51 (WH/GN)
28	5	9-CF51 (BN/GN)
30	2	10-CF51 (GY/OG)



- **Are the resistances less than 5 ohms?**

Pinpoint Test K: DTC C1288 Brake Pressure Transducer Input Circuit Failure

Normal Operation

The brake pressure transducer sends current to the ABS module proportional to the driver's brake pedal application.

Reference voltage is supplied by circuit 7-CF64 (YE/BK). Ground is provided through circuit 9-CF64 (BN/YE). The transducer current is supplied by circuit 8-CF64 (WH/BK).

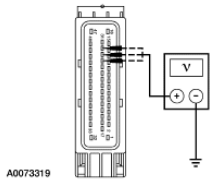
Possible Causes

- Reference voltage circuit 7-CF64 (YE/BK).
- Ground circuit 9-CF64 (BN/YE).
- Transducer signal circuit 8-CF64 (WH/BK).
- Brake pressure transducer.
- ABS module.

PINPOINT TEST K: DTC C1288 BRAKE PRESSURE TRANSDUCER INPUT CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
K1 CHECK THE BRAKE PRESSURE TRANSDUCER CIRCUITRY FOR A SHORT TO POWER	
• Key in OFF position. • Disconnect: ABS Module C135. • Disconnect: Brake Pressure Transducer C147. • Key in ON position. • Measure the voltage between ABS module C135 pins, harness side, and ground as follows:	**Yes** REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test. **No** GO to K2 .

ABS Module C135 Pin	Circuit
18	7-CF64 (YE/BK)
19	9-CF64 (BN/YE)
20	8-CF64 (WH/BK)

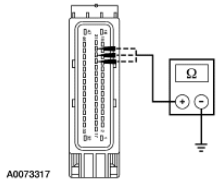


- **Is voltage present?**

K2 CHECK THE BRAKE PRESSURE TRANSDUCER CIRCUITRY FOR A SHORT TO GROUND

- Key in OFF position.
- Measure the resistance between ABS module C135 pins, harness side, and ground, as follows:

ABS Module C135 Pin	Circuit
18	7-CF64 (YE/BK)
19	9-CF64 (BN/YE)
20	8-CF64 (WH/BK)



- **Are the resistances greater than 10,000 ohms?**

Yes
GO to K3 .

No
REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test.

K3 CHECK THE BRAKE PRESSURE TRANSDUCER CIRCUITRY FOR AN OPEN

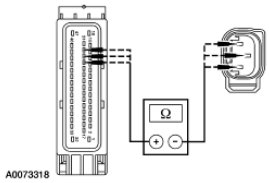
- Measure the resistance between ABS module C135 pins, harness side, and brake pressure transducer C147 pins, harness side, as follows:

ABS Module C135 Pin	Brake Pressure Transducer C147 Pin	Circuit
19	1	

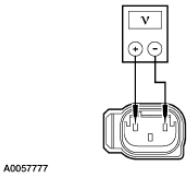
Yes
GO to K4 .

No
REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test.

		9-CF64 (BN/YE)
20	2	8-CF64 (WH/BK)
18	3	7-CF64 (YE/BK)



- **Are the resistances less than 5 ohms?**

K4 CHECK THE ABS MODULE OUTPUT	
• Connect: ABS Module C135. • Key in ON position. • Measure the voltage between brake pressure transducer C147-3, circuit 7-CF64 (YE/BK), harness side, and brake pressure transducer C147-1, circuit 9-CF64 (BN/YE), harness side.  • **Is the voltage approximately 5 volts?**	**Yes** GO to K5 . **No** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. REPEAT the self-test.
K5 CHECK THE BRAKE PRESSURE TRANSDUCER OUTPUT	
• Connect: Brake Pressure Transducer C147. • Disconnect: ABS Module C135. • Remove the ABS module C135-20, circuit 8-CF64 (WH/BK) from the harness connector. • Connect: ABS Module C135. • Key in ON position. • Measure the voltage between ABS module with C135-20, with circuit 8-CF64 (WH/BK) removed from the harness connector and ground, while depressing and releasing the brake pedal. • **Is the voltage between 0.125 and 0.375 volt with the brake pedal released and between 0.125 and 5 volts with the brake pedal pressed?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. REPEAT the self-test. **No** INSTALL a new brake booster. REFER to Section 206-00 . CLEAR the DTC. RECALIBRATE the ABS module. REPEAT the self-test.

Pinpoint Test L: DTC C1730 Reference Voltage Out Of Range (+5 V)

Normal Operation

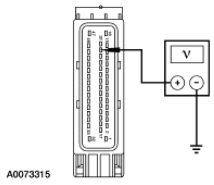
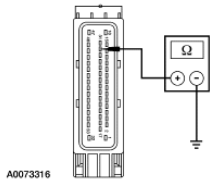
The 5-volt reference voltage is supplied by the Anti-Lock Brake Module (ABS).

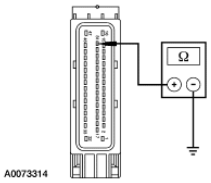
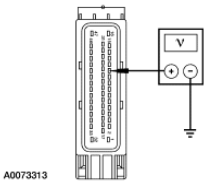
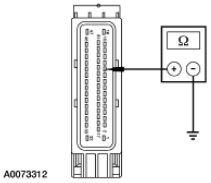
Reference voltage is supplied by circuit 7-CF64 (YE/BK). The reference voltage circuit returns to the ABS module through the PTS switch circuit 9-CF65 (BN/WH) and the brake pressure transducer circuit 9-CF64 (BN/YE).

Possible Causes

- Circuit 7-CF64 (YE/BK).
- Ground circuit 9-CF65 (BN/WH).
- Ground circuit 9-CF64 (BN/YE).
- ABS module.
- IVD input/output components:
  - ♦ PTS switch
  - ♦ Brake pressure transducer

PINPOINT TEST L: DTC C1730 REFERENCE VOLTAGE OUT OF RANGE (+5 V)

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
L1 CHECK CIRCUIT 7-CF64 (YE/BK) FOR A SHORT TO BATTERY	
• Key in OFF position. • Disconnect: ABS Module C135. • Disconnect: Brake Pressure Transducer C147. • Key in ON position. • Measure the voltage between ABS module C135-18, circuit 7-CF64 (YE/BK), harness side, and ground.  • **Is voltage present?**	**Yes** REPAIR circuit 7-CF64 (YE/BK). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test. **No** GO to L2 .
L2 CHECK CIRCUIT 7-CF64 (YE/BK) FOR A SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between ABS module C135-18, circuit 7-CF64 (YE/BK), harness side, and ground.  	**Yes** GO to L3 . **No** REPAIR circuit 7-CF64 (YE/BK). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.

• **Is the resistance greater than 10,000 ohms?**	
L3 CHECK CIRCUIT 8-CF68 (WH/RD) FOR A SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between ABS module C135-17, circuit 8-CF68 (WH/RD), harness side, and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to L4 . **No** REPAIR circuit 8-CF68 (WH/RD). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.
L4 CHECK CIRCUIT 7-CF67 (YE/RD) FOR A SHORT TO BATTERY	
• Disconnect: Yaw Rate Sensor C3073. • Key in ON position. • Measure the voltage between ABS module C135-7, circuit 7-CF67 (YE/RD), harness side, and ground.  • **Is voltage present?**	**Yes** REPAIR circuit 7-CF67 (YE/RD). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test. **No** GO to L5 .
L5 CHECK CIRCUIT 7-CF67 (YE/RD) FOR A SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between ABS module C135-7, circuit 7-CF67 (YE/RD), harness side, and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to L6 . **No** REPAIR circuit 7-CF67 (YE/RD). CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test.
L6 CHECK THE ABS MODULE	
• Connect: ABS Module C135. • Key in ON position.	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in

• Enter the following diagnostic mode on the diagnostic tool: Clear DTCs. • Enter the following diagnostic mode on the diagnostic tool: Retrieve DTCs. • **Is DTC C1730 retrieved?**	this section. REPEAT the self-test. **No** GO to L7 .
L7 CHECK THE IVD COMPONENTS	
• Reconnect the brake pressure transducer C147 and the PTS C278 while clearing the DTCs and retrieving the DTCs in between each component being reconnected. • **Is DTC C1730 retrieved?**	**Yes** INSTALL a new brake booster. REFER to Section 206-00 . CLEAR the DTC. RECALIBRATE the ABS module. FOLLOW the scan tool directions for the calibration procedure. REFER to Section 418-00 . REPEAT the self-test. **No** System is OK. REPEAT the self-test.

Pinpoint Test M: DTC C1960 Driver Brake Apply Circuit Fault

Normal Operation

The 12-volt driver brake apply (DBA) signal is sent from the ABS module during brake application to the trailer tow relay (if equipped).

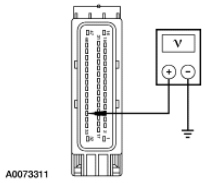
Voltage is supplied by circuit 29S-CF2 (OG/BU).

Possible Causes

- DBA signal circuit 29S-CF2 (OG/BU).
- ABS module.

PINPOINT TEST M: DTC C1960 DRIVER BRAKE APPLY CIRCUIT FAULT

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
M1 CHECK FOR OTHER DTCs	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Clear DTCs. • Enter the following diagnostic mode on the diagnostic tool: Retrieve DTCs. • **Is DTC C1960 retrieved?**	**Yes** GO to M2 . **No** If a different DTC is retrieved, GO to the ABS (With or Without Advance Trac®/IVD) Module Diagnostic Trouble Code (DTC) Index. If no DTCs are retrieved, system is OK.
M2 CHECK CIRCUIT 29S-CF2 (OG/BU) FOR SHORT TO POWER	

• Key in OFF position. • Disconnect: ABS Module C135. • Measure the voltage between ABS module C135-44, circuit 29S-CF2 (OG/BU) and ground.  • **Is the voltage greater than 0 volts?**	**Yes** REPAIR circuit 29S-CF2 (OG/BU). CLEAR the DTC. REPEAT the self-test. **No** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. REPEAT the self-test.

Pinpoint Test N: The Advance Trac®/IVD Is Inoperative

Normal Operation

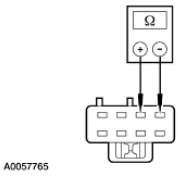
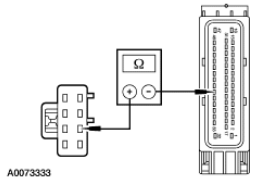
Engine torque modulation is achieved by regulating fuel and spark to the cylinders. The Advance Trac®/IVD system operates using the ABS module to interact with the PCM to reduce engine torque if one or both rear wheels lose traction and begin to spin during acceleration.

Voltage is supplied by circuit 20-CF54 (PK/WH).

Possible Causes
- Advance Trac®/IVD switch C3208.
- Power circuit 20-CF54 (PK/WH).
- Module.

PINPOINT TEST N: THE Advance Trac®/IVD IS INOPERATIVE

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
N1 CHECK FOR DTCs	
• Connect the diagnostic tool. • Retrieve and document continuous DTCs. • **Are any DTCs retrieved?**	**Yes** GO to the ABS (With or Without Advance Trac®/IVD) Module Diagnostic Trouble Code (DTC) Index. **No** GO to N2 .
N2 CHECK THE Advance Trac®/IVD SWITCH	
• Disconnect: Advance Trac®/IVD Switch C3208. • Key in OFF position. • Press the Advance Trac®/IVD switch to the ON position. • Measure the resistance between the Advance Trac®/IVD switch C3208-2 and C3208-1.	**Yes** GO to N3 . **No** INSTALL a new Advance Trac®/IVD switch. TEST the system for normal operation.GO to N3 .

 A0057765 • **Is the resistance less than 5 ohms?**	
N3 CHECK CIRCUIT 8-CF54 (WH/VT) FOR AN OPEN	
• Key in OFF position. • Disconnect: ABS Module C135 . • Measure the resistance between ABS module C135-38, circuit 8-CF54 (WH/VT), harness side and Advance Trac®/IVD switch connector C3208-2, circuit 8-CF54 (WH/VT).  A0073333 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. **No** REPAIR circuit 8-CF54 (WH/VT). TEST the system for normal operation.

Pinpoint Test O: Advance Trac®/IVD Switch Indicator Is Always On/Cannot Be Disabled

Normal Operation

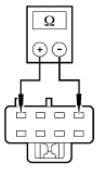
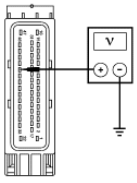
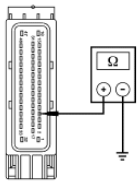
The traction control switch is a momentary switch and when pressed, disables or enables the traction control or Advance Trac®/IVD.

Voltage to the traction control switch is supplied by circuit 8-CF54 (WH/VT). The switch illumination off circuit is 31S-CF45 (BK/GN).

Possible Causes
- Advance Trac®/IVD switch C3208.
- Power circuit 8-CF54 (WH/VT).
- Illumination circuit 31S-CF45 (BK/GN).
- ABS module.

PINPOINT TEST O: Advance Trac®/IVD CANNOT BE DISABLED/SWITCH INDICATOR IS ALWAYS ON

Test Step	Result / Action to Take
O1 CHECK THE Advance Trac®/IVD SWITCH	
• Disconnect: Advance Trac®/IVD Switch C3208. • Key in OFF position. • Measure the resistance between Advance Trac®/IVD switch C3208-1 and C3208-4.	**Yes** GO to O2 . **No** INSTALL a new Advance Trac®/IVD switch. REFER to Traction Control Actuator in this section. TEST the system for normal operation.

 A0057768 • **Is the resistance greater than 10,000 ohms?**	
O2 CHECK CIRCUIT 8-CF54 (WH/VT) FOR A SHORT TO POWER	
• Key in OFF position. • Disconnect: ABS Module C135. • Key in ON position. • Measure the voltage between ABS module C135-38, circuit 8-CF54 (WH/VT), harness side, and ground.  A0073310 • **Is voltage present?**	**Yes** REPAIR the circuit. REPEAT the self-test. **No** GO to O3 .
O3 CHECK CIRCUIT 31S-CF45 (BK/GN) FOR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between ABS module C135-13, circuit 31S-CF45 (BK/GN), harness side and ground.  A0073309 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. REPEAT the self-test. **No** REPAIR circuit 31S-CF45 (BK/GN). REPEAT the self-test.

Pinpoint Test P: DTC C1440 Pressure Transducer Input Circuit Failure

Normal Operation

The pressure transducer transforms brake fluid pressures in the master cylinder to an electrical signal which the ABS module receives through circuit 8-CF64 (WH/BK). The transducer receives a five-volt reference from the ABS module through circuit 7-CF64 (YE/BK). Circuit 9-CF64 (BN/YE) provides ground for the transducer.

Possible Causes

- Power circuit 7-CF64 (YE/BK).

- Ground circuit 9-CF64 (BN/YE).
- Transducer signal circuit 8-CF64 (WH/BK).
- Pressure transducer.
- ABS module.

PINPOINT TEST P: DTC C1440 PRESSURE TRANSDUCER INPUT CIRCUIT FAILURE

Test Step	Result / Action to Take
NOTE: Excessive clearance between brake pad and rotor, leaks, or air in the hydraulic brake system can also set DTC 1440.	
P1 CHECK FOR DTCs	
• Key in ON position. • Connect the diagnostic tool. • Retrieve the DTCs. • **Is DTC C1483, C1287, B2734, B2736, B2737, B2738 or B2740 present?**	**Yes** SERVICE these DTCs first. GO to the appropriate pinpoint test for each DTC received. **No** GO to P2 .
P2 CHECK FOR 5 VOLT REFERENCE VOLTAGE TO THE PRESSURE TRANSDUCER	
• Key in OFF position. • Disconnect: Pressure Transducer C147. • Key in ON position. • Measure the voltage at the pressure transducer C147 between pin 1, circuit 9-CF64 (BN/YE) and pin 3, circuit 7-CF64 (YE/BK), harness side. • **Does the meter show 5 volts?**	**Yes** GO to P6 . **No** GO to P3 .
P3 CHECK CIRCUITS FOR SHORT TO POWER	
• Key in OFF position. • Disconnect: ABS Module C135. • Key in ON position. • Check the voltage between pressure transducer pin 3, circuit 7-CF64 (YE/BK) and ground, between pin 1, circuit 9-CF64 (BN/YE) and ground, and between pin 2, circuit 8-CF64 (WH/BK) and ground. • **Is voltage present?**	**Yes** REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test. **No** GO to P4 .
P4 CHECK CIRCUITS FOR A SHORT TO GROUND	
• Key in OFF position. • Check the resistance between pressure transducer pin 3, circuit 7-CF64 (YE/BK) and ground, between pin 1, circuit 9-CF64 (BN/YE) and ground, and between pin 2, circuit 8-CF64 (WH/BK) and ground. • **Is the resistance greater than 10,000 ohms in each test?**	**Yes** GO to P5 . **No** REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test.
P5 CHECK CIRCUIT RESISTANCE	

<table>
<tr><td>
• Check the resistance between ABS module C135 and pressure transducer C147 pins.
<table>
<tr><th>ABS Module C135</th><th>Pressure Transducer C147</th><th>Circuit</th></tr>
<tr><td>Pin 18</td><td>Pin 3</td><td>7-CF64 (YE/BK)</td></tr>
<tr><td>Pin 20</td><td>Pin 2</td><td>8-CF64 (WH/BK)</td></tr>
<tr><td>Pin 19</td><td>Pin 1</td><td>9-CF64 (BN/YE)</td></tr>
</table>
• Is the resistance less than 5 ohms in each test.
</td><td>Yes
GO to P6 .

No
REPAIR the circuit in question. CLEAR the DTC. REPEAT the self-test.</td></tr>
<tr><td>P6 CHECK THE SIGNAL FROM THE PRESSURE TRANSDUCER</td><td></td></tr>
<tr><td>• Connect: Pressure Transducer C147.
• Disconnect: ABS Module C135 Pin 20, Circuit 8-CF64 (WH/BK).
• Connect: ABS Module C135.
• Key in ON position.
• Measure the voltage between C135 pin 20, circuit 8-CF64 (WH/BK) and ground while pressing and releasing the brake pedal.
• Is voltage present?</td><td>Yes
INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section.

No
INSTALL a new pressure transducer. REFER to Section 206-00 . CLEAR the DTC. REPEAT the self-test.</td></tr>
</table>

Pinpoint Test Q: DTC C1969 Traction Control/Yaw Rate Control Switch Circuit

Normal Operation

The traction control switch is a momentary switch and when pressed, disables or enables the traction control or Advance Trac®/IVD.

Power is supplied by circuit 20-CF54 (PK/WH). Circuit 8-CF54 (WH/VT) provides the switch input signal to the ABS module. Current to the disable LED lamp from the ABS module is supplied by circuit 31S-CF45 (BK/GN).

Possible Causes

- Traction control/Advance Trac®/IVD switch.
- Power circuit 20-CF54 (PK/WH).
- Switch signal circuit 8-CF54 (WH/VT).
- LED lamp circuit 31S-CF45 (BK/GN).
- ABS module.

PINPOINT TEST Q: DTC C1969 TRACTION CONTROL/YAW CONTROL SWITCH CIRCUIT FAULT

Test Step	Result / Action to Take
Q1 CHECK FOR DTCs	

• Connect the diagnostic tool. • Retrieve and document continuous DTCs. • **Are any DTCs retrieved?**	**Yes** GO to the ABS Module Diagnostic Trouble Code (DTC) Index. **No** GO to Q2 .
Q2 CHECK THE Advance Trac®/IVD SWITCH	
• Disconnect: Advance Trac®/IVD Switch C3208. • Key in OFF position. • Press and hold the Advance Trac®/IVD switch in the ON position. • Measure the resistance between Advance Trac®/IVD switch C3208-4, circuit 8-CF54 (WH/VT), and C3208-3, circuit 20-CF54 (PK/WH). • **Is the resistance greater than 5 ohms?**	**Yes** INSTALL a new Advance Trac®/IVD switch. REFER to Traction Control Actuator in this section. TEST the system for normal operation. **No** GO to Q3 .
Q3 CHECK THE POWER TO THE Advance Trac®/IVD SWITCH	
• Key in ON position. • Measure the voltage between Advance Trac®/IVD switch C3208-3 circuit 20-CF54 (PK/WH), harness side and ground. • **Is the voltage greater than 10 volts?**	**Yes** GO to Q4 . **No** REPAIR circuit 20-CF54 (PK/WH). TEST the system for normal operation.
Q4 CHECK THE Advance Trac®/IVD SWITCH INPUT	
• Key in OFF position. • Connect: Advance Trac®/IVD Switch C3208. • Disconnect: ABS Module C135. • Key in ON position. • Measure the voltage between ABS module C135-38 circuit 8-CF54 (WH/VT) and ground while pressing the Advance Trac®/IVD switch ON. • **Is the voltage greater than 10 volts?**	**Yes** RELEASE the Advance Trac®/IVD switch. If the voltage drops to less than 2 volts, INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. GO to Q5 . **No** REPAIR circuit 8-CF54 (WH/VT). TEST the system for normal operation.
Q5 CHECK CIRCUIT 8-CF54 (WH/VT) FOR A SHORT TO POWER	
• Key in OFF position. • Disconnect: ABS Module 135. • Key in ON position. • Measure the voltage between ABS module C135-38, circuit 8-CF54 (WH/VT), harness side, and ground. • **Is voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTC. REPEAT the self-test. **No** GO to Q6 .

Q6 CHECK CIRCUIT 31S-CF45 (BK/GN) FOR SHORT TO POWER	
• Measure the voltage between ABS module C135-13, circuit 31S-CF45 (BK/GN), harness side and ground; and between Advance Trac®/IVD switch C3208-1, circuit 31S-CF45 (BK/GN) and ground. • **Is voltage present?**	**Yes** REPAIR the circuit(s). TEST the system for normal operation. **No** GO to Q7 .
Q7 CHECK CIRCUIT 31S-CF45 (BK/GN) FOR A SHORT TO GROUND	
• Measure the resistance between ABS module C135-13 circuit 31S-CF45 (BK/GN) and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. TEST the system for normal operation. **No** REPAIR circuit 31S-CF45 (BK/GN). TEST the system for normal operation.

Pinpoint Test R: DTC C1998 Module Calibration Not Complete

Normal Operation

The Advance Trac®/IVD system needs to be recalibrated whenever a component specific to the system is disconnected or a new component is installed.

Possible Causes

- Disconnected/reconnected Advance Trac®/IVD component:
  - ♦ module.
  - ♦ yaw rate sensor/accelerometer.
  - ♦ steering wheel rotation sensor.
- Clearing of Advance Trac®/IVD component related DTCs. (Refer to the Calibration List of DTCs).

PINPOINT TEST R: DTC C1998 MODULE CALIBRATION NOT COMPLETE

Test Step	Result / Action to Take
NOTE: The Advance Trac®/IVD lamp will flash when a system calibration is required. Calibration is required after certain DTCs are cleared.	
R1 CHECK FOR DTCs	
• Connect the diagnostic tool. • Key in ON position. • Retrieve DTCs. • **Is any other DTC retrieved with C1998?**	**Yes** GO to the appropriate pinpoint test for the DTC. Some of the pinpoint tests recommend IVD calibration prior to any further diagnostics, in this case, GO to R2 . **No** GO to R2 .
R2 IVD CALIBRATION	
	Yes

• Connect the diagnostic tool. • Key on, engine running. • **NOTE:** Be sure to rotate the steering wheel lock-to-lock during the calibration of the ABS system. • Carry out IVD calibration per the diagnostic tool instructions. • **Did calibration complete for all IVD sensors? And did the Advance Trac®/IVD lamp stop flashing and go off?**	GO to R3 . **No** GO to R1 . Some concerns will cause a calibration not complete. If sent here from another pinpoint test, return to that pinpoint test for further diagnostics.
R3 CLEAR DTC C1998	
NOTE: You must clear DTC C1998 after the completion of the calibration. • Connect the diagnostic tool. • Key in ON position. • Clear the DTC. • **Did the DTC clear?**	**Yes** TEST DRIVE the vehicle. REPEAT the self-test. If sent here from another pinpoint test, return to that pinpoint test for further diagnostics. **No** GO to R1 .

Pinpoint Test S: DTC C2777 and DTC C2778 Sensor Cluster Bus Failure

Normal Operation

The yaw rate sensor and accelerometer are part of the sensor cluster which sends various signals about the vehicle's dynamics through a two-wire bus CAN HI 8-CF66 (WH/BU) and CAN LOW 9-CF66 (BN/BU). The CAN bus receives a twelve-volt input through circuit 7-CF67 (YE/RD) in series with the steering wheel rotation sensor circuitry. Ground is provided through circuit 9-CF67 (BN/RD).

Possible Causes

- Power circuit 7-CF67 (YE/RD).
- Ground circuit 9-CF67 (BN/RD).
- Steering wheel rotation sensor.
- CAN HI 8-CF66 (WH/BU).
- CAN LOW 9-CF66 (BN/BU).
- Sensor cluster.
- ABS module.

PINPOINT TEST S: DTC C2777 AND DTC C2778 SENSOR CLUSTER BUS FAILURE

Test Step	Result / Action to Take
NOTE: Check all pins of the sensor cluster and ABS module when removing connectors. Care should be taken when reinstalling these connectors.	
S1 CHECK THE VOLTAGE TO THE SENSOR CLUSTER	
• Disconnect: Sensor Cluster C3073. • Key in OFF position. • Measure the voltage between sensor cluster C3073-3, circuit	**Yes** INSTALL a new sensor cluster. REFER to Yaw Rate Sensor in this section. CLEAR the DTCs. RECALIBRATE the system. REPEAT the self-test. **No**

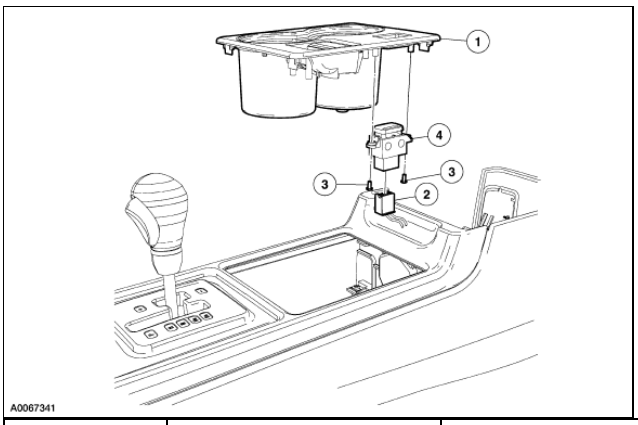
7-CF67 (YE/RD), harness side and ground. • **Is the voltage greater than 10 volts?**	GO to S2 .
S2 CHECK THE STEERING WHEEL ROTATION SENSOR	
• Disconnect: Steering Wheel Rotation Sensor C226. • Measure the voltage between sensor cluster C3073-3, circuit 7-CF67 (YE/RD), harness side and ground. • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new steering wheel rotation sensor. REFER to Steering Wheel Rotation Sensor in this section. CLEAR the DTCs. RECALIBRATE the system. REPEAT the self-test. **No** GO to S3 .
S3 CHECK CIRCUIT 7-CF67 (YE/RD) FOR A SHORT TO GROUND	
• Disconnect: ABS Module C135. • Measure the resistance between sensor cluster C3073-3 circuit 7-CF67 (YE/RD), harness side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to S4 . **No** REPAIR the circuit. CLEAR the DTCs. RECALIBRATE the system. REPEAT the self-test.
S4 CHECK CIRCUIT 7-CF67 (YE/RD) FOR AN OPEN FROM THE SENSOR CLUSTER	
• Measure the resistance between steering wheel rotation sensor C226-1, harness side and ABS module C135-7, harness side, circuit 7-CF67 (YE/RD). • **Is the resistance less than 5 ohms?**	**Yes** GO to S5 . **No** REPAIR the circuit. CLEAR the DTCs. RECALIBRATE the system. REPEAT the self-test.
S5 CHECK THE CAN BUS CIRCUITS FOR A SHORT TO POWER	
• Measure the voltage between sensor cluster C3073-1, circuit 9-CF66 (BN/BU), harness side and ground. • Measure the voltage between sensor cluster C3073-2, circuit 8-CF66 (WH/BU), harness side and ground. • **Is voltage present?**	**Yes** REPAIR circuit 8-CF66 (WH/BU) or circuit 9-CF66 (BN/BU). CLEAR the DTC. RECALIBRATE the system. REPEAT the self-test. **No** GO to S6 .
S6 CHECK THE CAN BUS CIRCUITS FOR A SHORT TO GROUND	

• Measure the resistance between sensor cluster C3073-1, circuit 9-CF66 (BN/BU), harness side and ground. • Measure the resistance between sensor cluster C3073-2, circuit 8-CF66 (WH/BU), harness side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to S7 . **No** REPAIR circuit 8-CF66 (WH/BU) or circuit 9-CF66 (BN/BU). CLEAR the DTC. RECALIBRATE the system. REPEAT the self-test.
S7 CHECK THE CAN BUS CIRCUITS FOR A SHORT TOGETHER	
• Measure the resistance between sensor cluster C3073-1, circuit 9-CF66 (BN/BU), harness side and sensor cluster C3073-2, circuit 8-CF66 (WH/BU), harness side. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to S8 . **No** REPAIR circuit 8-CF66 (WH/BU) and circuit 9-CF66 (BN/BU). CLEAR the DTC. RECALIBRATE the system. REPEAT the self-test.
S8 CHECK THE CAN BUS CIRCUITS FOR AN OPEN	
• Measure the resistance between sensor cluster C3073-1, harness side and ABS module C135-25, harness side, circuit 9-CF66 (BN/BU). • Measure the resistance between sensor cluster C3073-2, harness side and ABS module C135-29, harness side, circuit 8-CF66 (WH/BU). • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new sensor cluster. REFER to Yaw Rate Sensor in this section. CLEAR the DTCs. RECALIBRATE the system. TEST DRIVE the vehicle. REPEAT the self-test. If DTC C2777 or C2778 is retrieved, INSTALL a new ABS module. REFER to Anti-Lock Brake System (ABS) Module in this section. CLEAR the DTC. RECONFIGURE the ABS module. RECALIBRATE the system. REPEAT the self-test. **No** REPAIR circuit 8-CF66 (WH/BU) or circuit 9-CF66 (BN/BU). CLEAR the DTC. RECALIBRATE the system. REPEAT the self-test.

Traction Control Actuator

Printable View (62 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	54044D90	Floor console cup holder
2		Connector
3		Screws
4	2C335	Traction control actuator

3. To install, reverse the removal procedure.

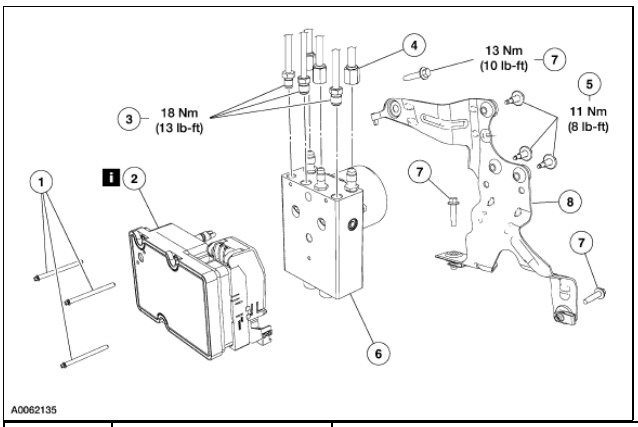
Hydraulic Control Unit (HCU) Printable View (91 KB)

⚠ WARNING: Brake fluid contains polyglycol ethers and polyglycols. Avoid contact with eyes. Wash hands thoroughly after handling. If brake fluid contacts eyes, flush eyes with running water for 15 minutes. Get medical attention if irritation persists. If taken internally, drink water and induce vomiting. Get medical attention immediately.

⚠ CAUTION: Brake fluid is harmful to painted and plastic surfaces. If brake fluid is spilled onto a painted or plastic surface, immediately wash it with water.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Remove the components in the order indicated in the following illustration and table.

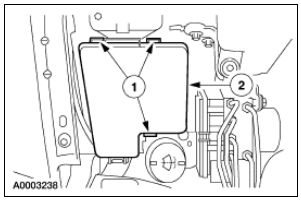


Item	Part Number	Description
1	2M101	Bolts
2	2C219	Anti-lock brake system (ABS) module Removal Note
3	2C292	Brake tubes (M10)
4	2C326	Brake tubes (M12)
5	3B676	Bolts
6	2C286	Hydraulic control unit (HCU)
7		Bolts
8	2C304	Bracket

3. To install, reverse the removal procedure.

Item 2: Anti-Lock Brake System (ABS) Module Removal Note

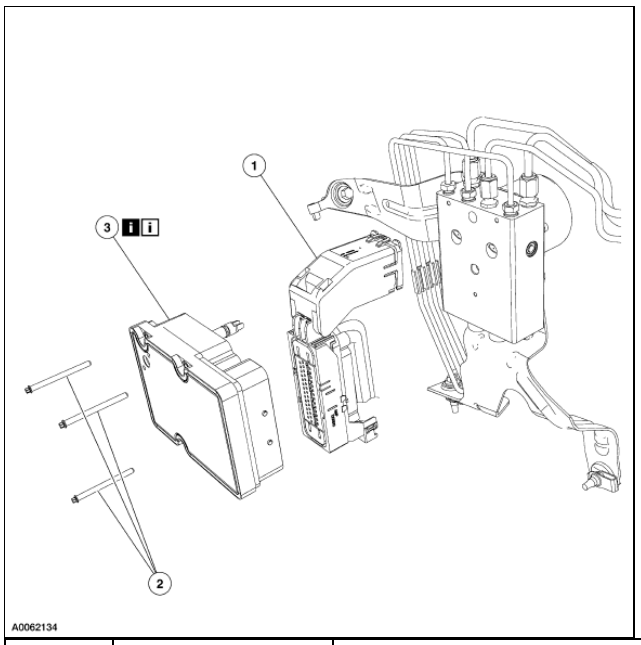
1. Position the battery junction box (BJB) aside.
    1. Release the clips.
    2. Position the BJB aside.


1
2
A0003238

Anti-Lock Brake System (ABS) Module

Printable View (114 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.

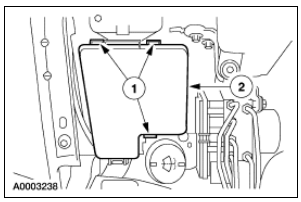


Item	Part Number	Description
1		Connector
2	2M101	Bolts
3	2C219	Anti-lock brake system (ABS) module Removal Note
3	2C219	Anti-lock brake system (ABS) module Installation Note

3. To install, reverse the removal procedure.

Item 3: Anti-Lock Brake System (ABS) Module Removal Note

1. Position the battery junction box (BJB) aside.
    1. Release the clips.
    2. Position the BJB aside.



Item 3: Anti-Lock Brake System (ABS) Module Installation Note

1. Use the diagnostic tool to reconfigure the ABS module. For additional information, refer to Section 418-00 .

Front Wheel Speed Sensor and Sensor Ring

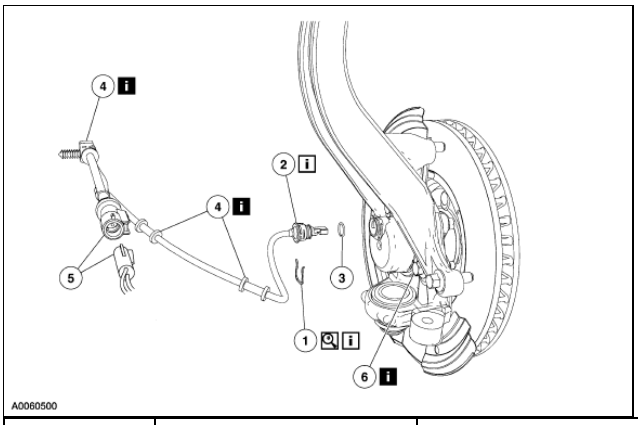
Printable View (135 KB)

Material

Item	Specification
Silicone Gasket and Sealant F7AZ-19554-EA	WSE-M4G323-A4

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

2. Remove the components in the order indicated in the following illustration and table.

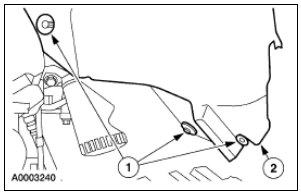


Item	Part Number	Description
1	2C204	Clip Installation Note
2	2C204	Wheel speed sensor Installation Note
3	2C204	O-ring
4		Wheel speed sensor harness Removal Note
5		Connector
6	1104	Wheel speed sensor ring Removal Note

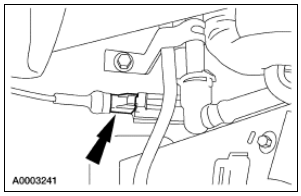
3. To install, reverse the removal procedure.

Item 4: Wheel Speed Sensor Harness Removal Note

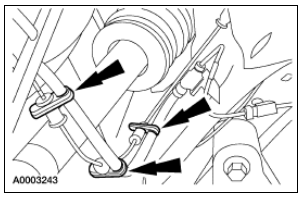
1. Position the inner splash shield aside.
    1. Remove the pin-type retainers.
    2. Position the inner splash shield aside.



2. Disconnect the wheel speed sensor electrical connector.



3. Unclip the wheel speed sensor harness.



Item 6: Wheel Speed Sensor Ring Removal Note

1. The wheel speed sensor ring is integral to the wheel hub assembly and is not serviced separately. For additional information, refer to Section 204-00 .

Item 2: Wheel Speed Sensor Installation Note

1. Apply a 2.5 mm (0.1 in) bead of sealant to the outside diameter of the wheel speed sensor.

Item 1: Clip Installation Note

1. Make sure the wheel speed sensor is fully seated before installation of the new clip.

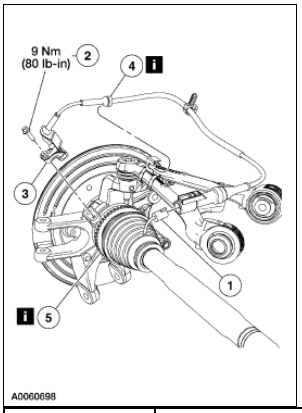
Rear Wheel Speed Sensor and Sensor Ring

Printable View (75 KB)

NOTE: Clean off all dirt and foreign material that may have collected around the rear anti-lock brake sensor before removal.

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

2. Remove the components in the order indicated in the following illustration and table.

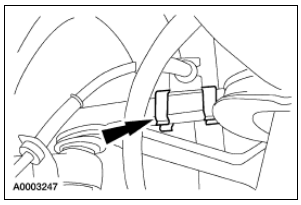


Item	Part Number	Description
1		Connector
2		Bolt
3	2C190	Wheel speed sensor
4	2C190	Wheel speed sensor harness Removal Note
5	4K138	Wheel speed sensor ring Removal Note

3. To install, reverse the removal procedure.

Item 4: Wheel Speed Sensor Harness Removal Note

1. Remove the rear anti-lock brake sensor harness from the upper control arm clip.



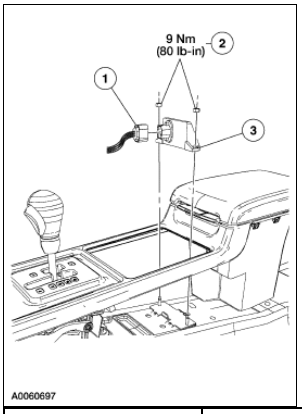
Item 5: Wheel Speed Sensor Ring Removal Note

1. The wheel speed sensor ring is not serviceable and must be replaced as part of the rear halfshaft assembly. For additional information, refer to Section 205-00 .

Yaw Rate Sensor

Printable View (44 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the front floor console cup holder. For additional information, refer to Section 501-01 .
3. Remove the components in the order indicated in the following illustration and table.



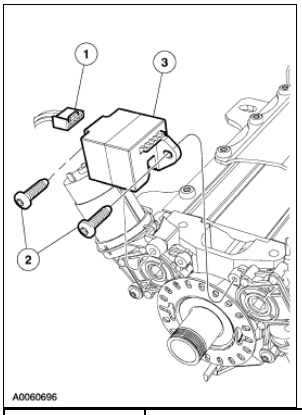
Item	Part Number	Description
1		Connector
2	N806564-S43	Nuts
3	3C296	Yaw rate sensor

4. To install, reverse the removal procedure.

Steering Wheel Rotation Sensor

Printable View (57 KB)

1. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Connector
2		Screws
3	3F818	Steering wheel rotation sensor

Accelerometer

Printable View (8 KB)

NOTE: The accelerometer is located in the same component as the yaw rate sensor and is not serviced separately.

For additional information, refer to Yaw Rate Sensor in this section.

Transmission Component Index Printable View (299 KB)

Printable View (31 KB)

General Specifications

Item	Specification
Fluid	
CAUTION: Use only MERCON® V transmission fluid. Use of any other fluids may result in transmission failure. • Normal maintenance; ♦ Fluid change not necessary, filled for life. • Severe duty maintenance; ♦ Change the fluid at 48,000 km (30,000 miles) intervals.	
Motorcraft MERCON ® V Automatic Transmission Fluid XT-5-QM	MERCON ® V
Fluid Capacity	
NOTE: Approximate dry capacity, includes cooler and tubes. Fluid level procedures in this section should be used to determine actual fluid requirements and fluid specification. DO NOT OVERFILL. If it is necessary to add or change fluid, use only fluid which has been certified by the supplier as meeting the Ford Motor Company specification shown.	
3.0L and 3.9L engine	11.2L (11.9 Quarts)
Lubricant	
Ford Multi-Purpose Grease XG-4	ESR-M1C159-A
Premium Long Life Grease XG-1-C	ESA-M1C75-B
Sealant	
Threadlock 262 E2FZ-19554-B	WSK-M2G351-A6

End Play Specifications

Transmission Overdrive End Play Dimension D	Select Thrust Washer (No. 1 Nylon)		ID: Color
	Part Number	Thickness	
38.04-38.28 mm (1.50-1.51 in)	XW4Z-XA	1.70-1.75 mm (0.06 in)	Brown/8
38.29-38.43 mm (1.51 in)	XW4Z-NA	1.85-1.90 mm (0.07 in)	Red/4
38.44-38.63 mm (1.51-1.52 in)	XW4Z-RA	2.05-2.10 mm (0.08 in)	Black/6
38.64-38.78 mm (1.52-1.53 in)	XW4Z-YA	2.20-2.25 mm (0.09 in)	Orange/9
38.79-38.97 mm (1.53 in)	XW4Z-ZA	2.40-2.45 mm (0.10 in)	Purple/10

End Play Specifications

Rear (No. 4) Dimension E	Selective Needle Bearings (No. 4)		ID: Notches
	Part Number	Thickness	
1.67-1.85 mm (0.066-0.073 in)	XW4Z-7D014-CA	2.65-2.80 mm (0.104-0.110 in)	0
1.86-2.04 mm (0.073-0.080 in)	XW4Z-7D014-DA	2.80-2.95 mm (0.110-0.116 in)	1

2.05-2.23 mm (0.081-0.088 in)	XW4Z-7D014-EA	3.00-3.15 mm (0.118-0.124 in)	2
2.25-2.43 mm (0.089-0.096 in)	XW4Z-7D014-FA	3.20-3.35 mm (0.126-0.132 in)	3

Torque Converter End Play

Transmission Model	Converter End Play			
	New or Rebuilt Converter		Used Converter	
	mm	inch	mm	inch
5R55S	0.44 max.	0.017 max.	0.80 max.	0.031 max.

Band Adjustment And Torque Chart

Description	No. of Turns to Back Off	Locknut		Adjusting Screw	
		Nm	Lb-Ft	Nm	Lb-Ft
Intermediate Band	1.5	54	40	14	10
Overdrive Band	1.5	54	40	14	10

Selective Snap Rings

Coast and Direct Clutch Drum				
Part Number	Thickness		Diameter	
	mm	inch	mm	inch
E860126-S	1.37	0.0539	130.1	5.122
E860127-S	1.73	0.0681	130.1	5.122
E860128-S	2.08	0.0819	130.1	5.122
E860129-S	2.44	0.0961	130.1	5.122

Selective Snap Rings

Forward Clutch Cylinder				
Part Number	Thickness		Diameter	
	mm	inch	mm	inch
XW4Z-7D483-AB	1.73	0.0681	141.45	5.56
XW4Z-7D483-AC	2.08	0.0819	141.45	5.56
XW4Z-7D483-AD	2.44	0.0961	141.45	5.56

Service Identification Model Chart

Vehicle Application			
7000 Prefix and Suffix	**C=Column F=Floor**	**Engine Displacement**	**Vehicle Application**
3W4P-AC	F	3.0L	Lincoln LS
3W4P-BC	F	3.9L	Lincoln LS

Solenoid Operation Chart

Base Gearshift Selector Position	PCM Comm- anded Gear	5R55S Solenoid States						
		SSA	**SSB**	**SSC**	**SSD**	**PCA**	**PCB**	**PCC**
P/N	P/N	On	Off	Off	On	L [a]	H/L [b]	L [a]
R	R	On	Off	Off	On	H/L [b]	L [a]	H [c]
D5	1	On	Off	Off	On	H [c]	H/L [b]	L [a]
	2	On	Off	On	On	H/L [b]	H [c]	L [a]
	3	On	On	Off	On	H [c]	H/L [b]	L [a]
	4	Off	Off	Off	On	H [c]	H/L [b]	H [c]
	5	Off	Off	On	On	H [c]	H [c]	H [c]
D4	1	On	Off	Off	On	H [c]	H/L [b]	L [a]
	2	On	Off	On	On	H/L [b]	H [c]	L [a]
	3	On	On	Off	On	H [c]	H/L [b]	L [a]
	4	Off	Off	Off	Off	H/L [b]	H [c]	H [c]
+/-	1	On	Off	Off	On	H [c]	H/L [b]	L [a]
	2	On	Off	On	On	H/L [b]	H [c]	L [a]
	3	On	On	Off	On	H [c]	H/L [b]	L [a]
	4	Off	Off	Off	On	H [c]	H/L [b]	H [c]
	5	Off	Off	On	On	H [c]	H [c]	H [c]
3	3	On	On	Off	Off	H [c]	L [a]	H/L [b]
2	2	On	Off	On	Off	H [c]	L [a]	H/L [b]
1	1	On	Off	Off	Off	H [c]	L [a]	H/L [b]

[a] Low line pressure
[b] High/low pressure PCM controlled
[c] High line pressure

Band/Clutch Application Chart A

	Overdrive Band	**Interme- diate Band**	**Reverse Band**	**Forward Clutch**	**Direct Clutch**	**Coast Clutch**
REVERSE			A [a]		A [a]	
1st				A [a]		
2nd	A			A [a]		
3rd		A [a]		A [a]		
4th				A [a]	A [a]	
5th	A [a]			A [a]	A [a]	
1st [b]				A [a]		

2nd [b]	A [a]			A [a]		
3rd [b]		A [a]		A [a]		
4th [b]				A [a]	A [a]	Ac [c]
MAN. 3rd		Ac [c]		A [a]		Ac [c]
MAN. 2nd	A [a]		Ac [c]	A [a]		
MAN. 1st			Ac [c]	A [a]		Ac [c]

[a] A = Applied
[b] D4 Position (overdrive canceled)
[c] Ac = Applied to carry coast torque

Band/Clutch Application Chart B

	Direct One-Way Clutch		Low One-Way Clutch		Engine Braking
	Drive	Coast	Drive	Coast	
REVERSE	H [a]	OR [b]	NE [c]		NO
1st	H [a]	OR [b]	H [a]	OR [b]	NO
2nd	OR [b]	OR [b]	H [a]	OR [b]	NO
3rd	H [a]	OR [b]	OR [b]	OR [b]	NO
4th	H [a]	OR [b]	OR [b]	OR [b]	NO
5th	OR [b]	OR [b]	OR [b]	OR [b]	YES
1st [d]	H [a]	OR [b]	H [a]	OR [b]	YES
2nd [d]	OR [b]	OR [b]	H [a]	OR [b]	YES
3rd [d]	H [a]	OR [b]	OR [b]	OR [b]	YES
4th [d]	H [a]	OR [b]	OR [b]	OR [b]	YES
MAN. 3rd	H [a]	OR [b]	OR [b]	OR [b]	YES
MAN. 2ND	OR [b]	OR [b]	H [a]	OR [b]	YES
MAN. 1ST	H [a]	OR [b]	H [a]	OR [b]	YES

[a] H = Hold
[b] OR = Overrunning
[c] NE = No effect
[d] D4 Position (overdrive canceled)

Line Pressure Chart 3.0L Engine

Range	Idle Pressure		WOT Stall Pressure	
	PC C	Idle	PC C	Idle
P/N	0-69 kPa (0-10 psi)	758-827 kPa (110-120 psi)	0-69 kPa (0-10 psi)	758-827 kPa (110-120 psi)
R	345-414 kPa (50-60 psi)	896-965 kPa (130-140 psi)	2,151-2,289 kPa (312-332 psi)	2,172-2,310 kPa (315-335 psi)
D5	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,517-1,586 kPa (220-230 psi)
D4	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,551-1,620 kPa (225-235 psi)

M5/M4	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,551-1,620 kPa (225-235 psi)
M3	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,551-1,620 kPa (225-235 psi)
M2/M1	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,551-1,620 kPa (225-235 psi)

Line Pressure Chart 3.9L Engine

Range	Idle Pressure		WOT Stall Pressure	
	PC C	Idle	PC C	Idle
P/N	0-69 kPa (0-10 psi)	483-620 kPa (70-90 psi)	0-69 kPa (0-10 psi)	483-620 kPa (70-90 psi)
R	345-414 kPa (50-60 psi)	689-827 kPa (100-120 psi)	2,151-2,289 kPa (312-332 psi)	2,151-2,289 kPa (312-332 psi)
D5	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)
D4	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)
M5/M4	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)
M3	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)
M2/M1	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)

Stall Speed

Vehicle	Engine	rpm
Lincoln LS	3.0L	2,511-2,989
Lincoln LS	3.9L	2,298-2,688

Shift Speeds 3.0L/3.9L Engines

Throttle Position	D5 Position	Shift Speed
	Shift	All Axle Ratio
Closed	5-5	35-42 km/h (22-26 mph)
	4-3	22-27 km/h (14-17 mph)
	3-1	11-17 km/h (7-9 mph)
Minimum	1-3	13-16 km/h (8-10 mph)
Monitor PID:	3-4	21-26 km/h (13-16 mph)
TP volt 1.25	4-5	40-45 km/h (25-28 mph)
Wide	1-2	64-71 km/h (40-44 mph)

Open	2-3	93-101 km/h (58-63 mph)
	3-4	140-148 km/h (87-92 mph)
	4-5	195 km/h (121 mph)

Torque Specifications

Description	Nm	lb-ft	lb-in
Case-to-center support bolt	11	8	
Converter drain plug	10		89
Digital transmission range (TR) sensor-to-case screws	10		89
Driveshaft screws and nuts	81	60	
Extension housing screws and studs	25	18	
Fill plug to extension housing	20	15	
Fluid level indicator plug-to-drain pipe assembly	10		89
Fluid pan drain plug	26	19	
Fluid pump housing screws	25	18	
Heat shield screws	10		89
Locknut for band adjustment	54	40	
Main control-to-case screws	10		89
Manual control valve detent spring-to-case screw	10		89
Manual control lever shaft nut	48	35	
Output shaft-to-flange nut	131	97	
Overdrive band adjustment screw	14	10	
Pressure tap plug to case	13	10	
Pump assembly-to-case screws	24	18	
Reverse servo assembly-to-case screws (stage 1)	5		44
Reverse servo assembly-to-case screws (stage 2)	11	8	
Separator to main control screws	7		62
Shift cable bracket screws	25	18	
Solenoid body-to-case screws	8		71
Speed sensor-to-case screws	10		89
Torque converter adapter plate nuts to converter	44	33	
Shifter assembly bolts	7		62
Shift lock actuator bolts	9		80
Screw retaining the lower instrument panel steering column opening cover to the instrument panel	3		27
Torque converter adapter plate-to-flexplate nut	38	28	
Transmission cooler tube fitting to case	47	35	
Transmission cooler line bracket nut (V6 application)	10		89
Transmission cooler line bracket nut (V8 application)	18	13	
Transmission cooler tube nut to case fitting	35	26	
Transmission fluid filter-to-case screws	10		89
Transmission fluid pan-to-case screws	11	8	

Transmission mount-to-extension housing center screw	40	30	
Transmission mount-to-extension housing screws	50	37	
Transmission mount-to-floor pan screws	55	41	
Transmission-to-engine screws	47	35	
Vehicle harness-to-solenoid body screw	5		44
Bolt retaining the transmission fluid cooler to the radiator	10		89
Hose clamp retaining the transmission fluid cooler hose to the transmission fluid cooler tube	5		44
Bolt retaining the instrument panel steering column opening cover reinforcement to the instrument panel	5		44

Transmission Description

Printable View (29 KB)

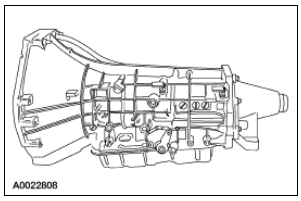
The 5R55S has the following features:

- five forward speeds
- electronic shift, pressure, and torque converter clutch controls
- three compound planetary gearsets
- three bands
- three multi-plate clutches
- two one-way clutches

All hydraulic functions are directed by electronic solenoids. The solenoids control:

- static engagement feel.
- shift feel.
- shift scheduling.
- modulated torque converter clutch (TCC) applications.
- engine braking utilizing the coast clutch and band.
- manual first and second timing.
- reverse inhibit timing.

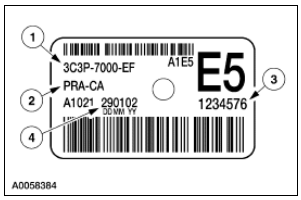
Transmission View



Identification Tags

Printable View (18 KB)

I. D. Tag Located on Transmission Case



Item	Description
1	Assembly part number prefix and suffix
2	Transmission model
3	Serial number
4	Build date (year, month and day)

All vehicles are equipped with a Vehicle Certification Label, located on the driver side door lock post. Refer to the code in the space marked TR. For model, service ID level or build date information, refer to the transmission service ID tag located on the transmission case.

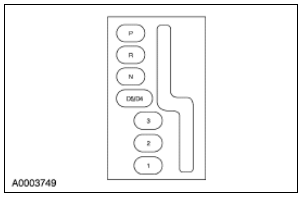
Range Selection

Printable View (26 KB)

Depending on the vehicle options selected the transmission range selector may have different range positions.

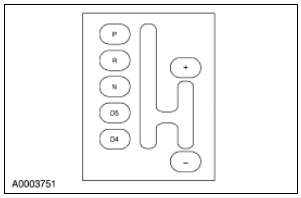
The standard range selector has eight positions: P, R, N, D5, D4, 3, 2, and 1.

Base Range Shifter



The optional Select Shift Transmission (SST) range selector has seven positions P, R, N, D5, or D4, + and -. This option will allow the driver to manually upshift and downshift into any gear range.

Optional Range Shifter



Park

In the PARK position:

- there is no power flow through the transmission.
- the parking pawl locks the output shaft to the case.
- the engine may be started.
- the ignition key may be removed.

Reverse

In the REVERSE position:

- the vehicle may be operated in a rearward direction, at a reduced gear ratio.
- backup lamps are illuminated.

Neutral

In the NEUTRAL position:

- there is no power flow through the transmission.
- the output shaft is not held and is free to turn.
- the engine may be started.

D5 (Overdrive)

D5 (overdrive) is the normal position for most forward driving.

The D5 (overdrive) position provides:

- automatic shift 1-5 and 5-1.
- apply and release of the torque converter clutch.
- maximum fuel economy during normal operation.
- engine braking in 5th gear.

D4 (Overdrive Canceled)

The D4 (overdrive) position provides:

- automatic shift 1-4 and 4-1.
- apply and release of the torque converter clutch.
- engine braking in 4th gear.

Third Position 3rd Gear (Base Shifter)

The 3rd position provides:

- third gear start and hold.
- the torque converter clutch may apply and release.
- improved traction on slippery roads.
- engine braking.

Second Position 2nd Gear (Base Shifter)

The 2nd position provides:

- second gear start and hold.
- the torque converter clutch may apply and release.
- improved traction on slippery roads.
- engine braking.

First Position 1st Gear (Base Shifter)

If this position is selected at normal road speeds, the transmission will downshift into the next lower gear and continue downshifting until the vehicle reaches first gear.

This position provides:

- first gear operation only.
- engine braking for descending steep grades.

+ and - Position Operation (Optional Shifter)

These positions allow the driver to manually select the appropriate upshift (+) or downshift (-) and gear range.

- Can only be entered from the D5 position.
- Gear ranges 1-5 provide the same function and ratio as found in the D5 or D4 automatic mode positions.
- Transmission will not upshift or downshift unless the selector lever is moved forward or rearward.
- One tap forward (+) will command the transmission to upshift one gear range.

- One tap rearward (-) will command the transmission to downshift one gear range.
- Upshifts are allowed at any vehicle speed.
- A second gear start up is normal. A third gear start up will be allowed only if selected. All other selections will revert to second gear.
- If the driver starts in second gear and does not pass 60% throttle, the transmission will remain in second gear. No automatic shift will occur.
- If the driver passes 60% throttle, then a 2-1 automatic kickdown will occur, scheduled by the PCM as used in D5. Once this has occurred, first gear will hold until second gear is selected by the driver moving the shift handle. No automatic upshift is possible under this condition.
- Once a kickdown has occurred, manual shifting in and out of first gear is allowed until the next time the vehicle stops.
- A shift to first gear with the vehicle at rest is never allowed.
- When downshifting at normal road speeds, the transmission will only allow a downshift into the next lower gear.
- If the shifter (-) is tapped more than once in rapid succession, the transmission will downshift only into the next lower gear. Then when the vehicle reaches a speed below a calibrated entry speed, the transmission will allow a downshift into the next lower gear, if again selected by the driver. This is to prevent engine and transmission damage and to keep the engine and transmission within allowable rpm ranges.
- An electronic indicator on the instrument cluster will display the selected gear.

Park Sense Switch

The park sense switch prevents the redundant PRNDL from displaying "P" until the shifter is in the park position.

Electronic Transmission Error Indicator

The vehicle is equipped with a redundant electronic gearshift indicator. This character appears with the key in the run position and displays the same gear selection as shown on the range selector floor console next to the range selector lever. If an "E" character flashes or remains on this indicates a transmission malfunction.

Shift Patterns Printable View (9 KB)

Upshifts

Transmission upshifting is controlled by the powertrain control module (PCM). The PCM receives inputs from various engine or vehicle sensors and driver demands to control shift scheduling, shift feel and torque converter clutch (TCC) operation.

The PCM has an adaptive learn strategy to electronically control the transmission which will automatically adjust the shift feel. When the battery has been disconnected, or a new battery installed, certain transmission operating parameters may be lost. The PCM must relearn these parameters. During this learning process you may experience slightly firm shifts, delayed, or early shifts. This operation is considered normal and will not affect the function of the transmission. Normal operation will return once these parameters are stored by the PCM.

Downshifts

Under certain conditions the transmission will downshift automatically to a lower gear range (without moving the range selector lever). There are three categories of automatic downshifts: coastdown, torque demand and forced or kickdown shifts.

Coastdown

The coastdown downshift occurs when the vehicle is coasting down to a stop.

Torque Demand

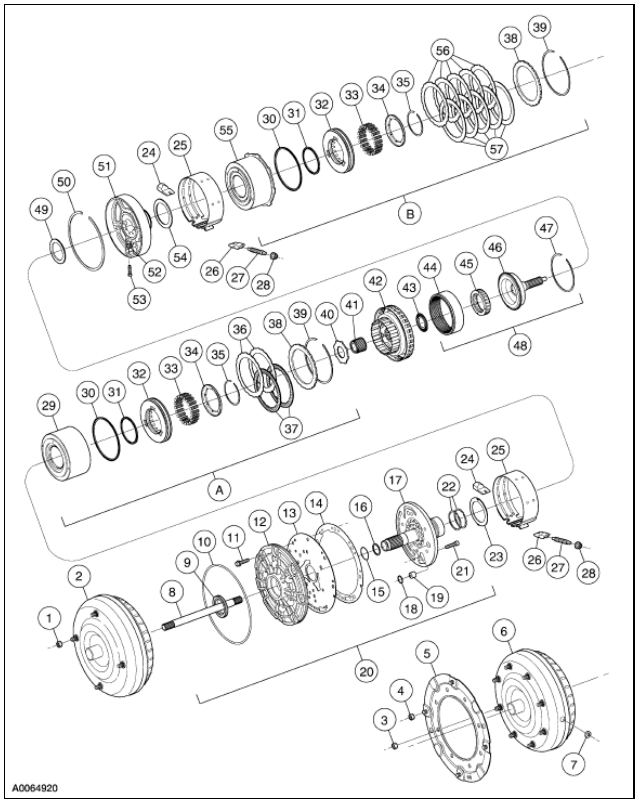
The torque demand downshift occurs (automatically) during part throttle acceleration when the demand for torque is greater than the engine can provide at that gear ratio. If applied, the transmission will disengage the TCC to provide added acceleration.

Kickdown

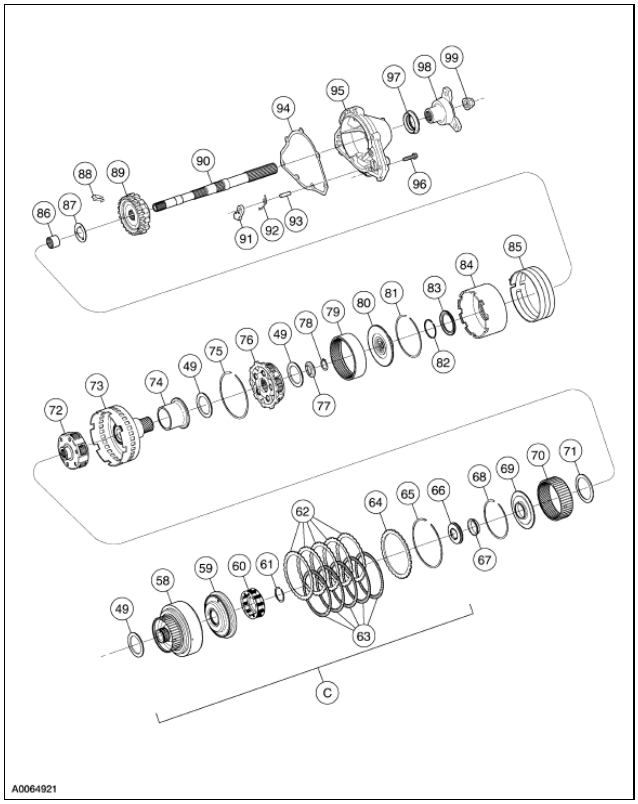
For maximum acceleration, the driver can force a downshift by pressing the accelerator pedal to the floor. A forced downshift into a lower gear is possible below calibrated speeds. Specifications for downshift speeds are subject to variations due to tire size and engine and transmission calibration requirements.

Disassembled Views

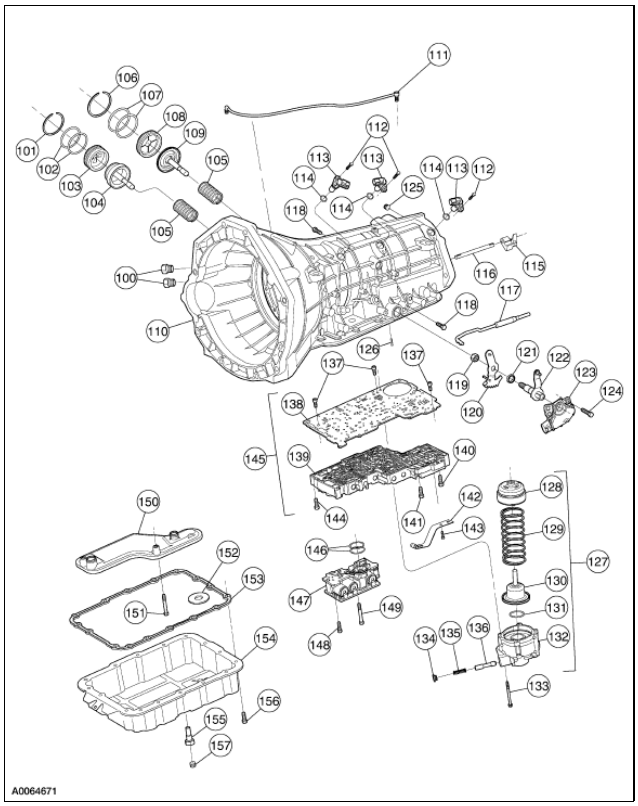
Printable View (537 KB)



Disassembled Views (Continued)



Disassembled Views (Continued)



Item	Part Number	Description
1	379299-S2	Converter-to-flexplate nut (attaches the converter assembly to the flexplate)
2	7902	Converter assembly (3.0L)
3	6441	Converter-to-adapter plate nut (attaches the converter assembly to the adapter plate) (8 req'd) (3.9L)
4	6441	Adapter plate-to-flexplate nut (attaches adapter plate to the flexplate) (4 req'd) (3.0L)
5	6K374	Adapter plate assembly (3.9L)
6	7902	Converter assembly (3.9L)
7	6730	Torque converter drain plug (3.9L)
8	7017	Input shaft
9	7A248	Front fluid pump seal assembly
10	7A248	Front fluid pump seal
11	W704892-S300	Screw and washer assembly M8 x 35 internal lobe (attaches pump to case) (8 req'd)
12	7G178	Fluid pump cover assembly
13	7B472	Fluid pump adapter plate
14	7A136	Front fluid pump gasket
15	W701431-S300	Fluid pump shaft-to-inner gear O-ring seal (also in pump assembly)
16	7L323	Stator support seal
17	7A108	Front pump support assembly

18	7H416	O-ring
19	7H411	Fluid pump control valve
20	7A103	Fluid pump assembly
21	W701429-S309M	M8 x 1 x 35 internal lobe screw (attaches pump support to pump assembly) (6 req'd)
22	7D025	Overdrive brake drum seal
23	7D014	Fluid pump input thrust washer No. 1
24	7D029	Intermediate and overdrive brake band anchor strut (2 req'd)
25	7D034	Intermediate and overdrive brake band (2 req'd)
26	7D029	Intermediate and overdrive brake band apply strut (2 req'd)
27	7C492	Overdrive/intermediate band adjusting screw
28	71000-S100	Overdrive/intermediate locking nut
29	7L669	Overdrive brake band drum assembly
30	7A548	Direct and overdrive piston outer seal
31	7D404	Direct and overdrive piston inner seal
32	7A262	Direct and overdrive clutch piston
33	7A480	Direct and overdrive clutch piston spring
34	7A527	Clutch piston spring retainer (2 req'd)
35	E860125-S	Retaining ring (retains 7D041 to drum) (2 req'd)
36	7B442	Coast clutch external splined plate (steel) (2 req'd)
37	7B164	Coast clutch internal splined friction plate (2 req'd)
38	7B066	Coast and direct clutch pressure plate (2 req'd)
39	E860126-S	Coast and direct clutch plates retaining ring (select fit) (2 req'd)
40	7660	Coast clutch to overdrive carrier adapter
41	7D063	Overdrive sun gear
42	7B446	Overdrive planetary gear carrier (with trigger wheel)
43	7L495	Overdrive planet thrust bearing No. 2
44	7A153	Overdrive ring gear
45	7A089	Center shaft one-way clutch assembly
46	7A658	Overdrive center shaft
47	W702037-S300	Retaining ring (retains 7686 to 7653)
48	7L678	Hub and ring gear assembly (includes 7C109, 7A153, 7A658, W702037-S300)
49	7M153	Center shaft and forward clutch cylinder bearing assembly No. 3, No. 5, No. 8 and No. 9 (4 req'd)
50	W702465-S300	Retaining ring
51	7A130	Center support assembly
52	E826160-S76	Nut and cage assembly (attaches center support to case)
53	W705407-S300	Bolt
54	7D014	Intermediate clutch drum bearing No. 4

55	7D044	Intermediate brake drum assembly
56	7B442	Direct clutch external splined steel plates (5 req'd)
57	7B164	Direct clutch internal splined friction plates (5 req'd)
58	7A360	Forward clutch cylinder
59	7A262	Forward clutch piston assembly
60	7G299	Forward clutch support and spring assembly
61	E860109-S	Forward clutch piston and spring retaining ring in forward clutch cylinder
62	7B442	Forward clutch external spline steel plate (5 req'd)
63	7B164	Forward clutch internally spline friction plate (5 req'd)
64	7B066	Forward clutch pressure plate
65	7D483	Retaining ring 141.45 x 1.37 internal (select fit)
66	7D234	Forward ring gear hub thrust bearing No. 6A
67	7D090	Forward clutch thrust washer No. 6B
68	7G375	Forward clutch hub retainer ring
69	7B067	Forward ring gear hub
70	7D392	Forward ring gear
71	7F374	Forward planet thrust bearing No. 7
72	7A398	Forward planetary
73	7A019	Shell and sun gear assembly
74	7C176	Low and reverse spacer gear
75	W702775-S300	Reverse carrier drum snap ring
76	7D006	Reverse planet assembly
77	7B167	Output shaft sleeve
78	E860527-S	External retainer ring
79	7A153	Output shaft ring gear
80	7D164	Output shaft hub
81	7C122	Output shaft ring gear retaining ring
82	7D019	Output shaft hub seal
83	7H027	Low/intermediate sun gear bearing assembly
84	7C498	Reverse brake drum and clutch assembly (includes OWC)
85	7D095	Low/reverse band assembly
86	7R205	Output shaft to case bearing
87	7B368	Output shaft thrust washer No. 11
88	7C058	Deflector assembly
89	7A233	Transmission parking gear assembly
90	7060	Output shaft
91	7A441	Parking pawl
92	7D070	Parking pawl return spring
93	7D071	Parking pawl shaft
94	7086	Extension housing gasket

95	7A039	Extension housing (4x2)
96	W500311-S309	M8 x 1.25 extension housing to case screw (5 req'd)
97	7052	Extension housing seal (4x2)
98	7089	Output shaft flange
99	W701357-S309	Output shaft flange nut
100	7D273	Fluid tube connector assembly (2 req'd)
101	7H074	Ring overdrive servo retainer
102	W703119-S300	Overdrive servo cover seal
103	7D027	Overdrive servo cover
104	7D021	Overdrive servo piston and rod
105	7D028	Intermediate/overdrive servo piston spring (2 req'd)
106	W702777-S300	Ring intermediate servo retainer
107	W702969-S300	Intermediate servo cover seal (2 req'd)
108	7D027	Intermediate servo cover
109	7D021	Intermediate servo piston and rod
110	7005	Case assembly
111	7034	Case vent assembly
112	W708389-S426	Speed sensor-to-case screw (M6 x 19)
113	7H103	Output shaft speed, turbine shaft speed, and intermediate shaft speed sensors
114	W702981-S300	Speed sensor-to-case O-ring seal
115	7A179	Reverse brake drum lever
116	7D433	Reverse band actuating lever shaft
117	7A232	Parking pawl actuating rod
118	390318-S2	Pipe plug
119	W703001-S309	Manual lever shaft outer and inner nut
120	7A115	Manual valve inner lever
121	7B498	Manual control lever seal
122	7A256	Manual control lever
123	7F293	Digital transmission range (TR) sensor
124	W500015-S309	Digital transmission range (TR) sensor screw and washer (2 req'd)
125	6026	Fluid fill plug
126	7B210	Manual lever shaft pin retainer
127	7B193	Reverse servo assembly
128	7D372	Reverse servo plate
129	7D466	Reverse servo accumulator spring
130	7D189	Reverse servo piston and seal
131	7423	Reverse servo piston O-ring seal
132	7D036	Reverse servo cover
133	W702359-S309	Reverse servo piston-to-case screw (4 req'd)
134	7D321	Control valve spring retainer
135	7A270	Main fluid pressure spring regulator valve

136	7D488	Reverse servo check valve
137	W701099-S1430	Main control valve body separating plate screw
138	7Z490	Main control valve body separating plate (bonded)
139	7A101	Lower main control valve body
140	W500102-S1300	Main control valve body screws (18 req'd)
141	W702791-S300	Main control valve body screws (1 req'd)
142	7E332	Manual valve detent spring
143	W500100-S300	Screw detent spring
144	W706672-S300	Main control valve body screws (1 req'd)
145	7A100	Main control valve body
146	W705928-S300	Solenoid body connector O-ring seal
147	7G391	Transmission control solenoid body
148	W702921-S300	Transmission control solenoid body screw
149	W703189-S430	Transmission control solenoid body screws (7 req'd)
150	7A098	Transmission fluid pan filter
151	W705559-S300	Transmission fluid pan filter screws
152	7L027	Transmission fluid pan magnet
153	7A191	Transmission fluid pan gasket
154	7A194	Transmission fluid pan
155	7A010	Transmission fluid pan drain tube
156	W500213-S1309	Transmission fluid pan screw
157	W704999-S309	Transmission fluid pan drain tube plug (short hex)
A		Overdrive/coast clutch assembly
B		Direct clutch assembly
C		Forward clutch assembly

Torque Converter

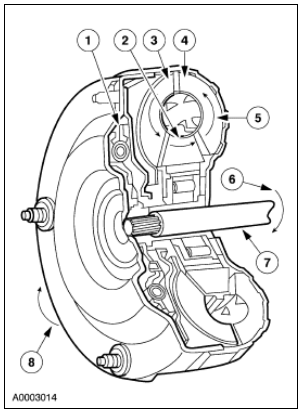
Printable View (53 KB)

The torque converter transmits and multiplies torque. The torque converter is a four-element device:

- impeller assembly
- turbine and damper assembly
- reactor assembly
- clutch

The standard torque converter components operate as follows:

- Rotation of the converter housing and impeller set the fluid in motion.
- The turbine reacts to the fluid motion from the impeller, transferring rotation to the geartrain through the input shaft.
- The reactor redirects fluid going back into the impeller, allowing for torque multiplication.
- The clutch and damper assembly dampens powertrain torsional vibration and provides a direct mechanical connection for improved efficiency.
- Power is transmitted from the torque converter to the planetary gearsets and other components through the input shaft.



Item	Description
1	Converter clutch and ring assembly (part of 7902)
2	Reactor (part of 7902)
3	Turbine and damper assembly (part of 7902)
4	Impeller (part of 7902)
5	Fluid motion
6	Transmission input rotation
7	Input shaft
8	Engine rotation

Geartrain Printable View (12 KB)

Power is transmitted from the torque converter to the planetary gearsets through the input shaft. Bands and clutches are used to hold and drive certain combinations of gearsets. This results in five forward ratios and one reverse ratio, which are transmitted to the output shaft and differential.

Gear Ratio	
1st	3.22 to 1
2nd	2.29 to 1
3rd	1.55 to 1
4th	1.00 to 1
5th	0.71 to 1
Reverse	3.07 to 1

Planetary Gearset Overdrive

For component location, refer to Disassembled Views in this section.

The planetary gear overdrive carrier is driven by the input shaft.

- The overdrive planetary gearset carrier drives the center shaft via the overdrive one-way clutch in first, third, fourth, and reverse gears.
- In second and fifth gears the overdrive sun gear is held causing the pinion gears to rotate around the overdrive sun gear.
- The pinion gears, in turn, drive the overdrive ring gear resulting in the fifth (overdrive) gear ratio.
- The overdrive planetary gearset is internally splined to the coast clutch for engine braking.

Planetary Gearset Forward

For component location, refer to Disassembled Views in this section.

The forward planetary gearset is splined to the output shaft.

- The forward planetary gearset is driven by the forward ring gear when the forward clutch is applied.
- The forward planetary gearset pinions drive the forward sun gear.
- The forward sun gear is splined to the input shell.
- The forward carrier is splined to the output shaft.

Planetary Gearset Low/Reverse

For component location, refer to Disassembled Views in this section.

The low/reverse planetary gearset is connected to the reverse brake drum by lugs from the low/reverse brake drum to the lugs of the low/reverse planetary gearset.

- The low/reverse planetary gearset is driven by the forward sun gear which is splined to the input shell.

- The forward sun gear drives the pinions in the low/reverse planetary gearset.
- The pinions of the low/reverse planetary gearset drive the output shaft ring gear and output shaft hub which is splined to the output shaft.
- The low/reverse planetary gearset can be held by the low one-way clutch in the low/reverse brake drum, or by the low/reverse band.

Input Shaft

For component location, refer to Disassembled Views in this section.

- The radial positioning of the input shaft is controlled by two bushings in the stator support.
- Axial positioning of the input shaft is controlled by the splines in the converter turbine hub and the retaining ring in the overdrive planetary carrier.

Output Shaft

For component location, refer to Disassembled Views in this section.

The output shaft is supported by a bearing in the case and by a bearing in the extension housing. End positioning is controlled by the parking gear and by the reverse ring gear hub and snap ring.

Apply Components

Printable View (15 KB)

Band Overdrive

For component location, refer to Disassembled Views in this section.

During 2nd and 5th gear operation, hydraulic pressure is applied to the overdrive servo.

- This pressure causes the piston to move and apply force to the band.
- This action causes the overdrive band to hold the overdrive drum.
- This causes the overdrive sun gear to be held stationary through the adapter plate and the overdrive drum.

Band Low/Reverse

For component location, refer to Disassembled Views in this section.

During second gear operation, first gear operation and reverse, hydraulic pressure is applied to the low/reverse servo.

- This pressure causes the servo to move and apply force to the low/reverse band.
- This action causes the low/reverse brake drum to be held.
- This action causes the low/reverse planetary assembly to be held stationary.

Band Intermediate

For component location, refer to Disassembled Views in this section.

During third gear operation, hydraulic pressure is applied to the intermediate servo.

- This pressure causes the servo to move and apply force to the intermediate band.
- This action causes the direct clutch drum to be held.
- The intermediate band holds the intermediate brake and direct clutch drum to the case in 3rd gear.
- This causes the input shell and forward sun gear to be held stationary.

Clutches Direct

For component location, refer to Disassembled Views in this section.

The direct clutch is a multi-disc clutch made up of steel and friction plates.

- The direct clutch is applied with hydraulic pressure and disengaged by return springs and the exhaust of the hydraulic pressure.
- It is housed in the direct clutch drum.
- During 4th, 5th, and reverse gear application, the direct clutch is applied transferring torque from the forward clutch cylinder to the direct clutch drum.
- This action causes the forward sun gear to drive the pinions of the low/reverse planetary carrier.

Clutches Forward

For component location, refer to Disassembled Views in this section.

The forward clutch is a multi-disc clutch made up of steel and friction plates.

- The forward clutch is applied with hydraulic pressure and disengaged by return springs and the exhaust of the hydraulic pressure.
- The forward clutch is applied in all forward gears.
- When applied, the forward clutch provides a direct mechanical coupling between the center shaft and the forward ring gear and hub.

Clutches Coast

For component location, refer to Disassembled Views in this section.

The coast clutch is a multi-disc clutch made up of steel and friction plates.

- The coast clutch is applied with hydraulic pressure and disengaged by return springs and the exhaust of the hydraulic pressure.
- The coast clutch is housed in the overdrive drum.
- The coast clutch is applied when in first, third, D, and reverse positions.
- When applied, the coast clutch locks the overdrive sun gear to the overdrive planetary carrier, thus preventing the one-way clutch from overrunning when the vehicle is coasting.
    - ♦ This allows the use of engine compression to help slow the vehicle and provide engine braking.

One-Way Clutch Direct

For component location, refer to Disassembled Views in this section.

The direct one-way clutch is a sprag-type one-way clutch that is pressed into the center shaft.

- The direct one-way clutch is driven by the ring gear of the overdrive planetary carrier.
- The direct one-way clutch holds and drives the outer splines of the center shaft in first, third, fourth and reverse gears.
- The direct one-way clutch overruns during all coast operations and at all times in 2nd and fifth gear.

One-Way Clutch Low/Reverse

For component location, refer to Disassembled Views in this section.

The low/reverse one-way clutch is a sprag-type one-way clutch.

- The low/reverse one-way clutch holds the low/reverse drum and low/reverse planetary assembly to the case in first and second gear.
- In all other gears the low/reverse one-way clutch overruns.

Hydraulic System Printable View (9 KB)

Fluid Pump

For component location, refer to Disassembled Views in this section.

- The fluid pump provides the fluid pressure necessary to charge the torque converter, main control assembly, transmission cooling system, lubrication system and apply devices.
- The fluid pump is a positive displacement, gear type pump.
    - The fluid pump is driven by the torque converter impeller hub.

Filter

For component location, refer to Disassembled Views in this section.

- All fluid drawn from the transmission fluid pan by the fluid pump passes through the fluid filter.
- The transmission fluid filter and its accompanying seals are part of the fluid path from the sump (pan) to the fluid pump.
    - The transmission fluid filter has a bypass section which allows fluid vented at the main regulator valve to be recirculated to the fluid pump, without passing through the transmission fluid filter.

Main Control

For component location, refer to Disassembled Views in this section.

- The main control assembly and related components are part of the pressure side of the hydraulic system.
- The main control assembly consists of the solenoids, the valve body assembly and the separator plate.
- These components combine to convert electrical signals into hydraulic actions.
    - All valves in the main control assembly are anodized aluminum and cannot be sanded, filed, or dressed in any other way. If there is any damage to the valves that prevents or restricts their movement, install a new main control assembly.

Transmission Electronic Control System Printable View (18 KB)

Electronic System Description

The powertrain control module and its input/output network control the following transmission operations:

- shift timing.
- line pressure (shift feel).
- torque converter clutch.

The transmission control strategy combined with the engine control provides optimum powertrain operation under all conditions. When determining the best operating strategy for transmission operation, the PCM uses input information from certain engine-related and driver-demand related sensors and switches.

In addition, the PCM receives input signals from certain transmission-related sensors and switches. The PCM also uses these signals when determining transmission operating strategy.

Using all of these input signals, the PCM can determine when the time and conditions are right for a shift, or when to apply or release the torque converter clutch. It will also determine the pressure needed to optimize shift feel. To accomplish this the PCM uses three pressure controls, one torque converter clutch and four shift solenoids to control transmission operation.

The following provides a brief description of each of the sensors and actuators used to control transmission operation.

Powertrain Control Module

The operation of the transmission is controlled by the powertrain control module. Many input sensors provide information to the powertrain control module. The powertrain control module then controls the actuators which determine transmission operation.

Air Conditioning (A/C) Clutch

An electromagnetic clutch is energized when the clutch cycling pressure switch closes. The switch is located on the suction accumulator/drier. The closing of the switch completes the circuit to the clutch and draws it into engagement with the compressor driveshaft. When the A/C is engaged, operating pressures are adjusted to compensate for additional load on the engine.

Brake Pedal Position (BPP) Switch

The brake pedal position (BPP) switch tells the powertrain control module (PCM) when the brakes are applied. The torque converter clutch disengages when the brakes are applied. The BPP switch closes when the brakes are applied and opens when they are released. The BPP is also used to disengage the brake shift interlock.

Engine Coolant Temperature (ECT) Sensor

The engine coolant temperature (ECT) sensor detects engine coolant temperature and supplies the information to the PCM. The ECT sensor is used to control torque converter clutch (TCC) operation.

Electronic Ignition (EI) System

The electronic ignition consists of a crankshaft position sensor, two four-tower ignition coils and the powertrain control module. The ignition control module operates by sending crankshaft position information from the crankshaft position sensor to the ignition control module. The ignition control module generates a profile ignition pickup (PIP) signal (engine rpm) and sends it to the PCM. The PCM uses PIP signal in the transmission strategy, wide-open throttle (WOT) shift control, torque converter clutch control and operating pressures.

Intake Air Temperature (IAT) Sensor

The intake air temperature (IAT) sensor provides the sequential fuel injection (SFI) system mixture temperature information. The IAT sensor is used both as a density corrector for air flow calculation and to proportion cold enrichment fuel flow. The IAT sensor is installed in the air cleaner outlet tube. The IAT sensor is also used in determining control pressures.

Mass Air Flow (MAF) Sensor

The mass air flow sensor measures the mass of air flowing into the engine. The MAF sensor output signal is used by the powertrain control module (PCM) to calculate injector pulse width. For transmission strategies, the MAF sensor is used to regulate electronic pressure control, shift and torque converter clutch scheduling.

Transmission Control Switch (TCS)

The transmission control switch (TCS) sends a signal to the powertrain control module (PCM) when the driver selects the D4 position, canceling operation of 5th (overdrive) gear.

The TCS is located within the range selector assembly (base shifter only).

The PCM uses this signal to control the shift solenoids to disengage/disable 5th gear operation and activates coast clutch. At the same time, the PCM changes the instrument panel indicator to display D4.

When the driver moves the range selector lever back to the D5 position, 5th gear operation is enabled, the coast clutch is released and the instrument panel indicator changes to display D5.

Throttle Position (TP) Sensor

The throttle position (TP) sensor is a potentiometer mounted on the throttle body. The TP sensor detects the position of the throttle plate and sends this information to the powertrain control module. The TP sensor is used for shift scheduling, electronic pressure control and torque converter clutch (TCC) control.

Digital Transmission Range (TR) Sensor

The digital transmission range (TR) sensor is located on the outside of the transmission at the manual lever. The digital TR sensor completes the start circuit in PARK, NEUTRAL, and the back-up lamp circuit in REVERSE. The digital TR sensor also opens and closes a set of four switches that are monitored by the powertrain control module to determine the position of the manual lever (P, R, N, D5, 3, 2, 1).

Turbine Shaft Speed (TSS) Sensor

The turbine shaft speed (TSS) sensor is a magnetic pickup that sends the powertrain control module torque converter turbine speed information.

The TSS sensor is mounted externally on the case.

The PCM uses TSS information to help determine appropriate operating pressures and torque converter clutch

(TCC) operation.

Output Shaft Speed (OSS) Sensor

The output shaft speed (OSS) sensor is a magnetic pickup, located at the park gear, that sends a signal to the powertrain control module to indicate transmission output shaft speed. The OSS sensor is mounted externally on the case. The OSS is used for torque converter clutch control, speed scheduling and to determine electronic pressure control.

Intermediate Shaft Speed Sensor

The intermediate shaft speed sensor is a magnetic pickup that sends planetary sun gear speed information to the PCM. The sensor is mounted externally on the center of the case.

The PCM uses the sensors information to aid in determining pressure requirements.

Pressure Control Solenoids (PCA, PCB, PCC)

The pressure control (PC) solenoids are a variable-force style (VFS) solenoid. The VFS-type solenoid is an electrohydraulic actuator combining a solenoid and a regulating valve.

The line pressure tap is used to verify output pressure from PC A or PC B by turning either one off while verifying the output from the other solenoid. The second pressure tap is used to verify the output from the PC C solenoid.

There are three PC solenoids located in the solenoid body assembly used to control line pressure, band and clutch application pressure within the transmission.

The powertrain control module varies the current to the PC solenoid.

The PCM has an adaptive learn strategy to electronically control the transmission which will automatically adjust the shift feel. When the battery is disconnected or a new battery installed, certain transmission operating parameters can be lost. The Powertrain Control Module (PCM) must relearn these parameters. During this learning process, you may experience slightly firm shifts, delayed, or early shifts. This operation is considered normal and will not affect the function of the transmission. Normal operation will return once these parameters are stored by the PCM.

Torque Converter Clutch (TCC) Solenoid

The torque converter clutch (TCC) solenoid is a pulse-width-modulating type solenoid that is used to control the apply and release of the TCC.

Shift Solenoids (SSA, SSB, SSC, SSD)

Four On/Off shift solenoids allow the powertrain control module to control shift scheduling.

- The solenoids are three-way, normally open style.
- The shift solenoids SSA, SSB, SSC and SSD provide gear selection of 1st through 5th and reverse gears by directing PC pressures to the appropriate elements.

Coast braking and manual gears are also controlled by the shift solenoids.

Transmission Fluid Temperature (TFT) Sensor

- The transmission fluid temperature (TFT) sensor is a thermistor-type sensor that varies a reference voltage signal. The resistance in the TFT varies with temperature. The powertrain control module (PCM) monitors the voltage signal across the TFT, and uses this information to determine the transmission fluid temperature.
- The TFT is located on the solenoid body.
- The PCM uses the TFT signal to help determine shift scheduling, torque converter clutch operation and pressure control requirements.

It sends a voltage signal to the powertrain control module. The voltage signal varies with transmission fluid temperature. The PCM uses this signal to determine whether a cold start shift schedule is necessary. The shift schedule is compensated when the transmission fluid temperature is cold. The PCM also inhibits torque converter clutch (TCC) operation at low transmission fluid temperatures and determines pressure control (PC) solenoid operations.

Reverse Pressure (RP) Switch

The reverse pressure (RP) switch is a simple open or closed switch that is used to detect the presence of pressure in the main control valve body. The switch is mounted on the main control valve body. When pressure is not present, the switch is opened and the voltage reading is high. When pressure is present, the switch is closed and the voltage reading will be near zero.

Instrument Panel Range Selector Indicator

This indicator is an electronic readout in the instrument cluster which will match the position of the range selector (P, R, N, D4, D5, 3, 2, 1). If an error in the range selector assembly occurs, an "E" (error) will be displayed on the instrument panel.

Select Shift Transmission (SST) Switches (+ and -)

The positions indicated by a (+) or a (-) allow the driver to manually select the appropriate upshift (+) or downshift (-) and gear range.

The SST switches are located within the transmission range selector assembly and are momentary contact switches that send a signal to the PCM each time the driver moves the selector lever into the upshift or downshift gear range.

The PCM uses the input signals from the SST+ and the SST- switches, along with other vehicle inputs to determine which gear should be commanded.

Transmission Cooling

Printable View (7 KB)

The transmission fluid cooler is an oil-to-air (OTA) fluid cooler. The fluid cooler is mounted between the radiator and the A/C condenser.

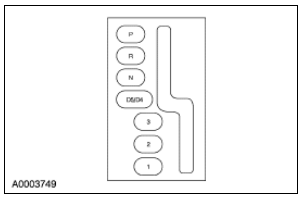
- When the transmission fluid is cold and the thermostatic valve is closed, the transmission fluid does not circulate through the fluid cooler.
- As the transmission fluid temperature increases, the thermostatic bypass valve opens and allows the transmission fluid to circulate through the fluid cooler.

External Controls Printable View (16 KB)

The transmission shift cable transfers the transmission operating mode from the transmission range selector lever to the automatic transmission. The indicated position of the lever is transferred to the transmission through the cable and down to the manual control lever on the transmission.

The lever has eight positions: P, R, N, D5, D4, 3, 2 and 1.

Base Range Shifter



Brake Shift Interlock System

The shift interlock system prevents shifting the transmission out of the PARK position unless the brake pedal is depressed. The shift interlock system consists of a shift lock actuator mounted on the ignition switch. The actuator is energized when the ignition switch is turned to RUN, locking the transmission range selector lever in the PARK position. When the brake pedal is applied and the brake pedal position (BPP) switch activated, the shift lock actuator is deactivated, allowing the selector lever to move out of the PARK position.

The ignition shift interlock cable locks the selector lever in the PARK position when the ignition switch is in the lock position. It also requires the selector lever to be in the PARK position in order to turn the ignition switch to the lock position.

Transmission Control Switch (TCS)

The TCS is a momentary contact switch that sends a signal to the PCM when the driver selects the D4 position, canceling operation of fifth (overdrive) gear.

The TCS is located within the range selector assembly.

The PCM uses this signal to control the shift solenoids to disengage/disable fifth gear operation and activate coast clutch. At the same time, the PCM changes the instrument panel indicator to display D4.

When the driver moves the selector lever back to the D5 position, fifth gear operation is enabled, the coast clutch is released and the instrument panel indicator displays D5.

Park Sense Switch

The park sense switch prevents the redundant PRNDL from displaying "P" until the shifter is in the PARK position.

Electronic Transmission Error Indicator

The vehicle is equipped with a redundant electronic gearshift indicator. This character appears with the key in the RUN position and displays the same gear selection as shown on the selector lever floor console next to the range selector lever. If an "E" character flashes or remains on, this indicates that a transmission malfunction

has occurred.

Preliminary Inspection

Printable View (16 KB)

The following items must be checked prior to beginning the diagnostic procedures:

Know and Understand the Concern

In order to correctly diagnose a concern, first understand the customer complaint or condition. Customer contact may be necessary in order to begin to verify the concern. Understand the condition as to when the concern occurs, for example:

- hot or cold vehicle temperature.
- hot or cold ambient temperature.
- vehicle driving conditions.
- vehicle loaded/unloaded.

After understanding when and how the concern occurs, proceed to verify the concern.

Verification of Condition

This section provides information that must be used in both determining the actual cause of customer concerns and executing the appropriate procedures.

The following procedures must be used when verifying customer concerns for the engine.

Determine Customer Concern

NOTE: Some transmission conditions can cause engine concerns. An electronic pressure control short circuit can cause engine misfiring. The torque converter clutch not disengaging will stall the engine.

Determine customer concerns relative to vehicle use and dependent driving conditions, paying attention to the following items:

- hot or cold vehicle operating temperature
- hot or cold ambient temperatures
- type of terrain
- vehicle loaded/unloaded
- city/highway driving
- upshift
- downshift
- coasting
- engagement
- noise/vibration check for dependencies, either rpm dependent, vehicle speed dependent, shift dependent, gear dependent, range dependent, or temperature dependent.

Check Fluid Level and Condition

Fluid Level Check

⚠ **CAUTION: The vehicle should not be driven if the fluid level is low or internal failure could result.**

NOTE: If the vehicle has been operated for an extended period of time at highway speeds, in city traffic, in hot weather, or pulling a trailer, the fluid must cool down 30 minutes to obtain an accurate reading.

This vehicle is not equipped with a fluid level indicator. An incorrect level may affect the transmission operation and can result in transmission damage. To correctly check and add fluid to the transmission, refer to Transmission Fluid Drain and Refill Without Torque Converter Drain Plug in this section.

High Fluid Level

A fluid level that is too high can cause the fluid to become aerated due to the churning action of the rotating internal parts. This will cause erratic control pressure, foaming, loss of fluid from the vent tube and possible transmission damage. If an overfill reading is indicated, refer to Transmission Fluid Drain and Refill Without Torque Converter Drain Plug in this section.

Low Fluid Level

A low fluid level can result in poor transmission engagement, slipping or damage. It can also indicate a leak in one of the transmission seals or gaskets.

Adding Fluid

⚠ CAUTION: The use of any type of transmission fluid other than specified can result in transmission damage.

If fluid must be added, add fluid in 0.25L (0.5 pint) increments through the fluid pan level check screw opening. Do not overfill the fluid, refer to Transmission Fluid Level Check in this section. For fluid type, refer to the General Specification chart in this section.

Fluid Condition Check

1. Check the fluid level. For additional information, refer to Transmission Fluid Drain and Refill Without Torque Converter Drain Plug in this section.
2. Observe the color and the odor of the fluid. Under normal circumstances, the color should be dark reddish, not brown or black.
3. Allow the fluid to drip onto a facial tissue and examine the stain.
4. If evidence of solid material is found, the transmission fluid pan should be removed for further inspection.
5. If fluid contamination or transmission failure is confirmed by the sediment in the bottom of the transmission fluid pan, the transmission must be disassembled and completely cleaned.
6. Carry out diagnostic checks and adjustments. For additional information, refer to Diagnosis By Symptom in this section.

Road Testing Vehicle

Printable View (8 KB)

NOTE: Always drive the vehicle in a safe manner according to driving conditions and obey all traffic laws.

NOTE: When the battery has been disconnected, or a new battery installed certain transmission operating parameters may be lost. The powertrain control module (PCM) must relearn these parameters. During this learning process you may experience slightly firm shifts, delayed, or early shifts. This operation is considered normal and will not affect the function of the transmission. Normal operation will return once these parameters are stored by the PCM.

The Shift Point Road Test and Torque Converter Clutch Operation Test provide diagnostic information on transmission shift controls and torque converter operation.

Shift Point Road Test

Printable View (8 KB)

This test verifies that the shift control system is operating correctly.

1. Bring engine and transmission up to normal operating temperature.
2. Operate the vehicle with the selector lever in the D5 position.
3. Apply minimum throttle and observe the speeds at which upshift occurs and torque converter engages. Refer to the following Shift Speeds chart.
4. Stop the vehicle. Select the D4 position. Repeat Step 3. The transmission will make all upshifts except 4-5 and torque converter clutch should apply above 46 km/h (27 mph).
5. Press the accelerator pedal to the floor, wide open throttle (WOT). The transmission should shift from third to second, or third to first, depending on vehicle speed, and torque converter clutch should release.
6. With vehicle speed above 48 km/h (30 mph), move the transmission range selector lever from D4 position to first position and release the accelerator pedal. The transmission should immediately downshift to third gear. When vehicle speed drops below 32 km/h (20 mph), the transmission should downshift into first gear.
7. If transmission fails to upshift/downshift or torque converter clutch does not apply/release, refer to Diagnosis By Symptom for possible causes.

Shift Speeds 3.0L/3.9L Engines

Throttle Position	D5 Position Shift	Shift Speed Axle Ratio
Closed	5-5	35-42 km/h (22-26 mph)
	4-3	22-27 km/h (14-17 mph)
	3-1	11-17 km/h (7-9 mph)
Minimum	1-3	13-16 km/h (8-10 mph)
Monitor PID:	3-4	21-26 km/h (13-16 mph)
TP volt 1.25	4-5	40-45 km/h (25-28 mph)
Wide	1-2	64-71 km/h (40-44 mph)
Open	2-3	93-101 km/h (58-63 mph)
	3-4	140-148 km/h (87-92 mph)
	4-5	195 km/h (121 mph)

Torque Converter Diagnosis

Printable View (10 KB)

Prior to installing a new torque converter, all diagnostic procedures must be followed. This is to prevent the unnecessary installation of good torque converters. Only after a complete diagnostic evaluation can the decision be made to install a new or remanufactured torque converter.

Begin with the normal diagnostic procedures as follows:

1. Preliminary Inspection.

2. Know and Understand the Customer Concern.

3. Verify the Concern Carry out the Torque Converter Clutch Operation Test; refer to Torque Converter Operation Test in this section.

4. Carry out Diagnostic Procedures.

- Run on-board diagnostics. See On-Board Diagnostics with NGS. Refer to Diagnostics in this section.
  - ♦ Repair all non-transmission related DTCs first.
  - ♦ Repair all transmission DTCs.
  - ♦ Rerun on-board diagnostic to verify repair.
- Carry out the Line Pressure Test. Refer to Special Testing Procedures in this section.
- Carry out the Stall Speed Test. Refer to Special Testing Procedures in this section.
- Carry out the Diagnosis by Symptom Index. Refer to Diagnosis By Symptom in this section.
  - ♦ Use the index to locate the appropriate routine that best describes the symptom(s). The routine will list all possible components that may cause or contribute to the symptom. Check each component listed, diagnose and service as necessary before servicing the torque converter.

Torque Converter Operation Test

This test verifies that the torque converter clutch control system and the torque converter are operating correctly.

5. Carry out the Quick Test. See On-Board Diagnostics with NGS. Refer to Diagnostics in this section. Check for DTCs. Refer to the Diagnostic Trouble Code Charts in this section.

6. Connect a tachometer to the engine.

7. Bring the engine to normal operating temperature by driving the vehicle at highway speeds for approximately 15 minutes in (D) position.

8. After normal operating temperature is reached, maintain a constant vehicle speed of about 80 km/h (50 mph) and tap brake pedal with the left foot.

9. The engine rpm should increase when brake pedal is tapped, and decrease about five seconds after pedal is released. If this does not occur, refer to Torque Converter Operation Concerns in Diagnosis By Symptom .

10. If the vehicle stalls in (D) or manual 2 at idle with vehicle at a stop, move the transmission range selector lever to manual 1 position. If the vehicle stalls, refer to Diagnosis By Symptom , Torque

Converter Operation Concerns in this section. Repair as necessary. If the vehicle does not stall in (D), refer to Diagnosis By Symptom in this section.

Visual Inspection

Printable View (9 KB)

This inspection will identify modifications or additions to the vehicle operating system that may affect diagnosis. Inspect the vehicle for non-Ford factory add-on devices such as:

- electronic add-on items:
  - ♦ air conditioning
  - ♦ generator (alternator)
  - ♦ engine turbo
  - ♦ cellular telephone
  - ♦ cruise control
  - ♦ CB radio
  - ♦ linear booster
  - ♦ backup alarm signal
  - ♦ computer
- Vehicle modification:

These items, if not installed correctly, will affect the powertrain control module (PCM), or transmission function. Pay particular attention to add-on wiring splices in the PCM harness or transmission wiring harness, abnormal tire size, or axle ratio changes.

- Leaks; refer to Leakage Inspection in this section.
- Correct linkage adjustments; refer to Selector Lever Cable Adjustment in this section.

Shift Linkage Check

Check for a misadjustment in shift linkage by matching the detents in the transmission range selector lever with those in the transmission. If they match, the misadjustment is in the indicator. Do not adjust the shift linkage.

Hydraulic leakage at the manual control valve can cause delay in engagements and/or slipping while operating if the linkage is not correctly adjusted. Refer to Selector Lever Cable Adjustment in this section for shift linkage adjustment.

Check TSBs and OASIS

Refer to all Technical Service Bulletins and OASIS messages which pertain to the transmission concern and follow the procedure as outlined.

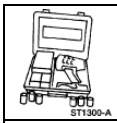
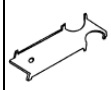
Carry Out On-Board Diagnostics (KOEO, KOER)

After a road test, with the vehicle warm and before disconnecting any connectors, carry out the Quick Test using New Generation Star (NGS) Tester. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the powertrain control system.

Diagnostics

Printable View (47 KB)

Special Tool(s)

 ST1300-A	UV Leak Detector 164-R0756 or equivalent
ST1565-A	Pressure Gauge, Transmission Fluid 307-004 (T57L-77820-A)
 ST1633-A	Alignment Gauge, TR Sensor 307-351 (T97L-70010-A)
ST2538-A	Transmission Test Plate and Gasket 307-433-01, 307-433-02, 307-433-03
ST1137-A	73 III Automotive Meter 105-R0057 or equivalent
	Trans Tester TR/MLP Overlay and Manual 007-00131 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation Star (NGS) Tester 418-F205 or equivalent scan tool
ST1632-A	MLP-TR Cable 418-F107 (007-00111) or equivalent
ST1389-A	Transmission Tester 307-F016 (007-00130) or equivalent

Diagnosing electronically controlled automatic transmissions is simplified using the following procedures. It is important to remember that there is a definite procedure to follow. Do not take shortcuts or assume that critical checks or adjustments have already been made. Follow the procedures as written to avoid missing critical components or steps. By following the diagnostic sequence, the technician will be able to diagnose and repair the concern the first time.

On-Board Diagnostics with NGS

NOTE: For detailed instruction and other diagnostic methods using the NGS, refer to the NGS tester and the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

These quick tests should be used to diagnose the powertrain control module (PCM) and should be carried out in order.

- Quick Test 1.0 Visual Inspection
- Quick Test 2.0 Set Up
- Quick Test 3.0 Key On, Engine Off
- Quick Test 4.0 Continuous Memory
- Quick Test 5.0 Key On, Engine Running
- Special Test Mode
    - Wiggle Test Mode
    - Output Test Mode
- PCM Reset Mode
- Clearing DTCs
- OBD II Drive Cycle
- Other NGS Features

For further information on other diagnostic testing features using the NGS or generic scan tool, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. Other diagnostic methods include the following:

- Parameter Identification (PID) Access Mode
- Freeze Frame Data Access Mode
- Oxygen Sensor Monitor Mode

Output State Control (OSC) Mode

Printable View (25 KB)

Output state control (OSC) allows the technician to take control of certain parameters to function the transmission. For example, OSC allows the technician to shift the transmission only when commanding a gear change. If the technician commands first gear in OSC, the transmission will remain in first gear until the technician commands the next gear. For another example, the technician can command a shift solenoid to turn on or off when carrying out an electrical circuit check. OSC has two modes of operation for transmission, the BENCH MODE and the DRIVE MODE. Each mode/parameter has a unique set of vehicle operating requirements that the technician must meet before being allowed to operate OSC.

NOTE: To operate OSC the digital transmission range (TR) sensor and the vehicle speed sensor (VSS) must be operational. No diagnostic trouble codes (DTCs) related to the digital TR sensor or the VSS can be present.

- The vehicle requirements MUST BE MET when SENDING the OSC value. Refer to vehicle requirements for each individual test.
- If the vehicle requirements are NOT MET when SENDING the OSC value, an ERROR MESSAGE will appear. When the ERROR MESSAGE is received, OSC is aborted and must be restarted.
- If after a sent value is substituted and the vehicle requirements are no longer met, the PCM will cancel the OSC value and resume normal operation. No error message will be sent.
- The OSC value XXX may be sent anytime to cancel OSC.

Output State Control (OSC) Procedures

- Carry out visual inspection and vehicle preparation as necessary.
- Select "Vehicle and Engine Selection" menu.
- Select appropriate vehicle and engine.
- Select "Diagnostic Data Link."
- Select "Powertrain Control Module."
- Select "Diagnostic Test Mode."
- Select "KOEO On-Demand Self Test and KOER On-Demand Self Tests."
- Carry out test and record DTCs.
- Repair all NON-Transmission DTCs.
- Repair all VSS and digital TR sensor DTCs.
- Make sure that VSS and digital TR sensors are functional.
- Select "Active Command Modes."
- Select "Output State Control."
- Select "Trans - Bench Mode or Trans - Drive Mode."

OSC Transmission Bench Modes

The following Transmission Bench Modes may be used as necessary during diagnostics.

SSA, SSB, SSC, SSD and TCC in BENCH MODE

⚠ CAUTION: The parking brake must be set prior to carrying out this procedure.

The BENCH MODE allows the technician to carry out electrical circuit checks on the following components:

- SSA - Activates SS A OFF or ON.
- SSB - Activates SS B OFF or ON.
- SSC - Activates SS C OFF or ON.

- SSD - Activates SS D OFF or ON.
- TCC - Activates TCC OFF or ON.

OSC "SSA, SSB, SSC, SSD, TCC" BENCH MODE Operates ONLY when:

- VSS and digital TR sensor are operational.
- No VSS and digital TR sensor DTCs.
- Transmission range selector lever in P or N.
- Key ON.
- Engine OFF.

OSC Command Values

- OFF - turns solenoid OFF.
- ON - turns solenoid ON.
- XXX - cancels OSC value sent.
- SEND - sends the values to PCM.

BENCH MODE Procedure for SSA, SSB, SSC, SSD, and TCC

Follow operating instructions from the NGS menu screen:

- Select "Output State Control."
- Select "Trans - Bench Mode."
- Select "PIDs" to be monitored.
- Monitor all selected PIDs during test.
- Select "Parameters - SSA, SSB, SSC, SSD, or TCC."
- Select "ON" to turn solenoid ON.
- Press "SEND" to send command ON.
- Select "OFF" to turn solenoid OFF.
- Press "SEND" to send command OFF.
- Select "XXX" to cancel at any time.
- Press "SEND."

PCA, PCB, PCC in BENCH MODE

⚠ CAUTION: The parking brake must be set prior to carrying out this procedure.

The BENCH MODE is also used to test the functionality of the transmission electronic pressure control. During BENCH MODE, the PCx solenoids can be commanded in increments of 15 psi from 0 to 90 psi and 90 to 0 psi.

The line pressure tap is used to verify output pressure from PC A or PC B by turning either one off while verifying the output from the other solenoid. The second pressure tap is used to verify the output from the PC C solenoid.

The OSC functions for the parameter PCx allows the technician to choose the following options:

- PCx - Activates PCx to selected values.
- 00 - sets PCx pressure to 00 psi.
- 15 - sets PCx pressure to 15 psi.
- 30 - sets PCx pressure to 30 psi.
- 45 - sets PCx pressure to 45 psi.
- 60 - sets PCx pressure to 60 psi.

- 75 - sets PCx pressure to 75 psi.
- 90 - sets PCx pressure to 90 psi.

OSC "PCx" Bench Mode should ONLY be operated to check PRESSURE FUNCTIONALITY using an installed pressure gauge (300 psi) when:

- VSS and digital TR sensor are operational.
- No VSS and digital TR sensor DTCs.
- Transmission range selector lever in P or N.
- Pressure gauge installed.
- Key ON.
- Engine ON.
- Engine rpm at least 1500.

OSC "PCx" Bench Mode should ONLY be operated to complete PCx SOLENOID CIRCUIT PINPOINT TESTS when:

- VSS and Digital TR Sensor are operational.
- No VSS and Digital TR Sensor DTCs are present.
- Transmission range selector lever is in "P" or "N".
- Key "ON".
- Engine "OFF".

OSC Command Values

- 00 - sets PCx pressure to 00 psi.
- 15 - sets PCx pressure to 15 psi.
- 30 - sets PCx pressure to 30 psi.
- 45 - sets PCx pressure to 45 psi.
- 60 - sets PCx pressure to 60 psi.
- 75 - sets PCx pressure to 75 psi.
- 90 - sets PCx pressure to 90 psi.
- XXX - cancels OSC value sent.
- SEND - sends the values to PCM.

BENCH MODE Procedure for PCx

Following operating instructions from the NGS menu screen:

- Select "Output State Control."
- Select "Trans - Bench Mode."
- Select "PIDs" to be monitored.
- Monitor all selected PIDs during test.
- Select "Parameters - PCx."
- Select Value "0 - 90 psi."
- Press "SEND" to send command.
- Select "XXX" to cancel at any time.
- Press "SEND."

OSC Transmission DRIVE MODES

The DRIVE MODE allows control of three transmission parameters. Each mode/parameter has a unique set of vehicle operating requirements that the technician must meet before being allowed to operate OSC. The recommended procedure, when using the DRIVE MODE, is to control one parameter at a time.

The DRIVE MODE allows the technician to carry out the following functions on the transmission:

- GEAR - allows upshifts or downshifts.
- TCC - engages or disengages the torque converter clutch.
- FIRM_SFT - Commands a higher control pressure during upshift.

The pressure control (PCx) solenoids for this transmission are not directly controlled during DRIVE MODE testing. Pressures may be raised during an upshift via the harsh shift control channel (FIRM_SFT)

GEAR in DRIVE MODE

This OSC function is used to test the transmission shift functions.

The OSC functions for the GEAR parameter allow the technician to choose the following options:

- 1 - PCM selects 1st gear.
- 2 - PCM selects 2nd gear.
- 3 - PCM selects 3rd gear.
- 4 - PCM selects 4th gear.
- 5 - PCM selects 5th gear.

OSC "GEAR" Mode operates ONLY when:

- VSS and digital TR sensor are operational.
- No VSS and digital TR sensor DTCs.
- Engine ON.
- TCC "OFF" (TCC cannot be engaged)
- Transmission range selector lever in (D).
- Vehicle speed is greater than 3 km/h (2 mph).

OSC Command Values

- 1 - PCM selects 1st gear.
- 2 - PCM selects 2nd gear.
- 3 - PCM selects 3rd gear.
- 4 - PCM selects 4th gear.
- 5 - PCM selects 5th gear.
- XXX - cancels OSC value sent.
- SEND - sends the values to PCM.

DRIVE MODE Procedure for GEAR

Follow operating instructions from the NGS menu screen.

- Select "Output State Control."
- Select "Trans - DRIVE MODE."
- Select "PIDs" to be monitored.
- Monitor all selected PIDs during test.
- Select "Parameters - GEAR."
- Select Value "1-5."
- Press "SEND" to send command.
- Reselect Value "1-5."
- Press "SEND" to send command.
- Select "XXX" to cancel at any time.

- Press "SEND."

TCC in DRIVE MODE

This OSC function is used to test whether the torque converter clutch is engaging and disengaging correctly.

The OSC functions for the TCC parameter allows the technician to choose the following:

- TCC - activates TCC OFF and ON.
- ON - turns TCC solenoid ON.
- OFF - turns TCC solenoid OFF.

OSC "TCC OFF" DRIVE MODE operates ONLY when:

- VSS and digital TR sensors are operational.
- No VSS and digital TR sensor DTCs present.
- Engine ON.
- Transmission range selector lever in (D).
- Vehicle speed is greater than 3 km/h (2 mph).

OSC "TCC ON" DRIVE MODE operates ONLY when:

- VSS and digital TR sensors are operational.
- No VSS and digital TR sensor DTCs present.
- Engine ON.
- Transmission range selector lever in (D).
- Vehicle speed is greater than 3 km/h (2 mph).
- Transmission in 2nd gear or higher.
- TFT is between 33-153°C (60-275° F).
- Brake not applied "OFF" below 32 km/h (20 mph).
- Maintain steady speed.

OSC Command Values

- OFF - turns TCC OFF.
- ON - turns TCC ON.
- XXX - cancels OSC value sent.
- SEND - sends the values to PCM.

Drive Mode Procedures for TCC

Follow operating instructions from the NGS menu screen.

- Select "Output State Control."
- Select "Trans-drive Mode."
- Select "PIDs" to be monitored.
- Monitor all selected PIDs during test.
- Select "Parameters - TCC."
- Select "ON" to turn solenoid ON.
- Press "SEND" to send command ON.
- Select "OFF" to turn solenoid OFF.
- Press "SEND" to send command OFF.
- Select "XXX" to cancel at any time.
- Press "SEND."

FIRM_SFT in DRIVE MODE

This OSC function is used to raise pressure during an upshift to determine whether the pressure control system is functioning correctly. Harsher shifts indicate that the pressure control system works at higher pressure. The best test for isolating pressure control system problems is to carry out the PCA, PCB, PCC in BENCH MODE using a hydraulic pressure gauge.

The OSC functions for the parameter FIRM_SFT allows the technician to choose the following options:

- FIRM_SFT - activates the harsh shift channel.
  - ♦ ON - sets control pressure higher for all upshifts (determined by the PCM)
  - ♦ OFF - sets control pressure to normal for all upshifts (determined by the PCM)
  - ♦ XXX - cancel OSC for FIRM_SFT

OSC "FIRM_SFT" DRIVE MODE operates ONLY when:

- VSS and digital TR sensor are operational.
- No VSS and digital TR sensor DTCs.
- Transmission range selector lever in O/D.
- Pressure gauge installed (optional).
- Key ON.
- Engine ON.
- Vehicle speed greater than 3 km/h (2 mph).
- TCC is OFF (TCC is not engaged).

OSC Command Values

- ON - sets control pressure high for all upshifts (determined by the PCM)
- OFF - sets control pressure to normal for all upshifts (determined by the PCM)
- XXX - cancel OSC for FIRM_SFT
- SEND - sends the values to the PCM

DRIVE MODE Procedure for FIRM_SFT

Follow operating instructions from the NGS menu screen.

- Select "Output State Control."
- Select "Trans - Drive Mode."
- Select "PIDs" to be monitored.
- Monitor all selected PIDs during test.
- Select "Parameters - FIRM_SFT.
- Press "SEND" to send command.
- Select "XXX" to cancel at any time.
- Press "SEND."

Using Output State Control (OSC) and Accessing PIDs

To confirm that the OSC value was sent by the NGS and the PCM has accepted the OSC substitution, a corresponding PID for each OSC parameter must be monitored. Additional PIDs should be monitored to help the technician adequately diagnose the transmission.

The following is a list of OSC parameters and their corresponding PID:

Corres-ponding PID	PID Description
BPP	Brake Pedal Position Switch On/Off
PCA	Pressure Control Solenoid A Commanded Pressure
PCB	Pressure Control Solenoid B Commanded Pressure
PCC	Pressure Control Solenoid C Commanded Pressure
FIRMST	Firm Shift Control (FMC) status requested by OSC; 0 = FSC not commanded by OSC, NGS PID output = OFF; 1 = FSC commanded by OSC, NGS PID output = ON
GEAR	Commanded Transmission Gear (use in drive only)
RPM	Engine revolutions per minute
SSA	Shift solenoid A commanded ON
SSB	Shift solenoid B commanded ON
SSC	Shift solenoid C commanded ON
SSD	Shift solenoid D commanded ON
TCC	Torque converter commanded duty cycles (%)
TCCRAT	Torque converter speed ratio (RPM and or TSS)
TFT	Transmission fluid temperature (degrees F)
VSS	Vehicle speed (mph)

To confirm that the OSC substitution occurred, SEND the OSC value and monitor the corresponding PID value. If no ERROR MESSAGE was received and the value of the corresponding PID is the same as the value sent from OSC, then the OSC substitution was successful.

Transmission Drive Cycle Test

Printable View (11 KB)

NOTE: Always drive the vehicle in a safe manner according to driving conditions and obey all traffic laws.

NOTE: The Transmission Drive Cycle Test must be followed exactly. Transmission failure must occur four times consecutively for shift error DTC code to be set, and five times consecutively for continuous torque converter clutch code to set.

NOTE: When carrying out the Transmission Drive Cycle Test, use the Solenoid Operation Chart for proper solenoid operation. Refer to Pinpoint Tests OSC Equipped Vehicles in this section.

After carrying out the Quick Test, use the Transmission Drive Cycle Test for checking continuous codes.

1. Record and then erase Quick Test codes.
2. Warm engine to normal operating temperature.
3. Make sure transmission fluid level is correct.
4. With transmission in (D) position, moderately accelerate from stop to 80 km/h (50 mph). This allows the transmission to shift into fifth gear. Hold speed and throttle open steady for a minimum of 15 seconds.
5. With transmission in fifth gear and maintaining steady speed and throttle opening, lightly apply and release brake to operate stop lamps. Then hold speed and throttle steady for a minimum of five seconds.
6. Brake to a stop and remain stopped for a minimum of 20 seconds.
7. Repeat steps 4 through 6 at least five times.
8. Carry out Quick Test and record continuous DTCs.

After On-Board Diagnostics

NOTE: The vehicle wiring harness, powertrain control module (PCM) and non-transmission sensors may affect transmission operations. Repair these concerns first.

After the on-board diagnostic procedures are completed, repair all DTCs.

Begin with non-transmission related DTCs, then repair any transmission related DTCs. Refer to the Diagnostic Trouble Code Charts in this section for information on condition and symptoms. This chart will be helpful in referring to the correct manual(s) and aids in diagnosing internal transmission concerns and external non-transmission inputs. The pinpoint tests are used in diagnosing transmission electrical concerns. Make sure that the vehicle wiring harness and the PCM are diagnosed as well. The Powertrain Control/Emissions Diagnosis (PC/ED) manual will aid in diagnosing non-transmission electronic components.

Before Pinpoint Tests

NOTE: Prior to entering pinpoint tests, check the powertrain control module (PCM) wiring harness for correct connections, bent or broken pins, corrosion, loose wires, correct routing, correct seals and their

condition. Check the PCM, sensors and actuators for damage. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

NOTE: If a concern still exists after electrical diagnosis, refer to Diagnosis By Symptom in this section.

If DTCs appear while carrying out the on-board diagnostics, refer to the Diagnostic Trouble Code Charts in this section for the appropriate repair procedure. Prior to entering pinpoint tests, refer to any TSBs and OASIS messages for transmission concerns.

Diagnostic Trouble Code Charts

Printable View (55 KB)

Diagnostic Trouble Code Chart

**May also be generated by some other non-electric transmission hardware system.					
*Output circuit check, generated only by electrical symptoms.					
Five Digit DTC	**Com-ponent**	**Description**	**Condition**	**Symptom**	**Action**
P0102, P0103, P1100, P1101	MAF	MAF concerns	MAF system inoperative which may cause a transmission concern.	High/low EPC pressure, incorrect shift schedule. Incorrect torque converter clutch engagement scheduling. Symptoms similar to a TP failure.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0112	IAT	IAT indicates 125°C (254°F) (grounded)	Voltage drop across IAT exceeds scale set for temperature 125°C (254°F).	Incorrect EPC pressure. Either high or low which will result in harsh or soft shifts.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0113	IAT	IAT indicates -40°C (-40°F) (open circuit)	Voltage drop across IAT exceeds scale set for temperature -40°C (-40°F).	Incorrect EPC pressure. Either high or low which will result in harsh or soft shifts.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0114	IAT	IAT out of on-board diagnostic range	IAT temperature higher or lower than expected during KOEO and KOER.	Rerun on-board diagnostic at normal operating temperature.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1116	ECT	ECT out of on-board diagnostic range	ECT temperature higher or lower than expected during KOEO and KOER.	Rerun on-board diagnostic at normal operating temperature.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0117	ECT	ECT indicates 125°C (254°F)	Voltage drop across ECT exceeds scale set for temperature 125°C (254°F) (grounded).	Torque converter clutch will always be off, resulting in reduced fuel economy.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0118	ECT	ECT indicates -40°C (-40°F)	Voltage drop across ECT exceeds scale set for temperature -40°C (-40°F)	Torque converter clutch will always be off, resulting in reduced fuel economy.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

			(open circuit).		
P0121, P0122, P0123, P1120, P1121, P1125, P1124	TP	TP concern	PCM has detected an error. This error may cause a transmission concern.	Harsh engagements, firm shift feel, abnormal shift schedule, torque converter clutch does not engage. Torque converter clutch cycling.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0300-P0308, P0320, P0340, P1351-P1364	EI	EI concerns	EI system is inoperative which may cause a transmission concern.	Harsh engagements and shifts, late WOT shifts, no torque converter clutch engagement.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0503, P0500,	ABS	Insufficient VSS input from ABS through SCP link.	PCM detected a loss of vehicle speed signal through SCP link from ABS.	No transmission symptom. I.P. speedometer may be affected.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0705	Digital TR sensor	Digital TR circuit failure	Digital TR circuits, indicating an invalid pattern in TR_D. Condition caused by a short to ground or an open in TR4, TR3A, TR2, and or TR1 circuits. This DTC cannot be set by an incorrectly adjusted digital TR sensor.	Increase in control pressure (harsh shifts). Defaults to D5 or invalid position.	Go To Pinpoint Test C .
P0708	Digital TR sensor	Digital TR sensor circuit TR3A open	Digital TR sensor circuit TR3A reading 2.6v - 5.0v (open circuit). This DTC cannot be set by an incorrectly adjusted digital TR sensor.	Increase in PC pressure. Defaults to D5 for all gear positions.	Go To Pinpoint Test C .
P0712	TFT	157°C (315°F) indicated TFT sensor circuit grounded	Voltage drop across TFT sensor exceeds scale set for temperature of 157°C (315°F).	Firm shift feel.	Go To Pinpoint Test B .
P0713	TFT	-40°C (-40°F) indicated TFT sensor circuit open	Voltage drop across TFT sensor exceeds scale set for temperature -40°C (-40°F).	Firm shift feel.	Go To Pinpoint Test B .

P0715	TSS	Insufficient input from turbine shaft speed sensor	PCM detected a loss of TSS signal during operation.	May turn on MIL.	Go To Pinpoint Test E .
P0717	TSS	Turbine shaft speed sensor signal intermittent.	PCM has detected an intermittent TSS signal.	May flash TCIL.	Go To Pinpoint Test E .
P0718	TSS	Turbine shaft speed sensor signal noisy.	PCM has detected a noisy TSS signal.	May flash TCIL.	Go To Pinpoint Test E .
P0720	OSS	Insufficient input from OSS sensor	PCM detected a loss of OSS signal during operation.	Abnormal shift schedule, harsh shifts.	Go To Pinpoint Test E .
P0721	OSS	Output shaft speed sensor signal noisy	PCM has detected an erratic OSS signal.	Abnormal shift schedule, harsh shifts.	Go To Pinpoint Test E .
P0722	OSS	Output shaft speed sensor signal intermittent	PCM has detected an intermittent OSS signal.	Abnormal shift schedule, harsh shifts.	Go To Pinpoint Test E .
P0731**	SSA, SSB, SSC or internal parts	1st gear error	No 1st gear.	Incorrect gear selection depending on failure or mode and manual lever position. Shift errors may also be due to other internal transmission concerns (stuck valves, damaged friction material). Engine rpm could be higher or lower than expected.	REFER to the Solenoid On/Off Charts. Go To Pinpoint Test A .
P0732**	SSA, SSB, SSC or internal parts	2nd gear error	No 2nd gear.	Incorrect gear selection depending on failure or mode and manual lever position. Shift errors may also be due to other internal transmission concerns (stuck valves, damaged friction material). Engine rpm could be higher or lower than expected.	REFER to the Solenoid On/Off Charts. Go To Pinpoint Test A .
P0733**	SSA, SSB, SSC or internal parts	3rd gear error	No 3rd gear.	Incorrect gear selection depending on failure or mode	REFER to the Solenoid On/Off Charts. Go To Pinpoint Test A .

				and manual lever position. Shift errors may also be due to other internal transmission concerns (stuck valves, damaged friction material). Engine rpm could be higher or lower than expected.	
P0734**	SSA, SSB, SSC or internal parts	4th gear error	No 4th gear.	Incorrect gear selection depending on failure or mode and manual lever position. Shift errors may also be due to other internal transmission concerns (stuck valves, damaged friction material). Engine rpm could be higher or lower than expected.	REFER to the Solenoid On/Off Charts. Go To Pinpoint Test A .
P0735	SSA, SSB, SSC, SSD or internal parts	5th gear error	No 5th gear.	Incorrect gear selection depending on failure or mode and manual lever position. Shift errors may also be due to other internal transmission concerns (stuck valves, damaged friction material etc.). Engine rpm could be higher or lower than expected.	REFER to the Solenoid On/Off Chart. Go To Pinpoint Test A .
P1744**	TCC	TCC slippage detected	The PCM picked up an excessive amount of TCC slippage during normal vehicle operation.	TCC slippage/erratic or no torque converter clutch operation.	REFER to the Diagnosis by Symptom Index in Diagnosis By Symptom .
P0743*	TCC	TCC solenoid circuit failure during on-board diagnostic	TCC solenoid circuit fails to provide voltage drop across solenoid. Circuit open or shorted or PCM driver failure during on-board	Open or short to battery power: harsh shifts or engagements, engine rpm higher than expected. Short to ground: vehicle stall when in drive gear at	Go To Pinpoint Test A .

			diagnostics.	idle, harsh shifts or engagements, of engine rpm lower than expected. Will turn on MIL.	
P0962**	PCA	PCA solenoid circuit failure, short to ground	Voltage through PCA solenoid is checked. An error will be noted if tolerance is exceeded.	Short circuit causes minimum PCA pressure (minimum capacity) and limits engine torque (alternate firm). Slips in gear and third gear incorrect. May turn on MIL	Go To Pinpoint Test D .
P0750*	SSA	SSA solenoid circuit failure	SSA circuit failed to provide voltage drop across solenoid. Circuit open or shorted or PCM driver failure during on-board diagnostic.	No fourth or fifth gear (short) or no first gear (open). May turn on MIL.	Go To Pinpoint Test A .
P0753*	SSA	SSA solenoid circuit failure	SSA circuit failed to provide voltage drop across solenoid. Circuit open or shorted or PCM driver failure during on-board diagnostic.	No fourth or fifth gear (short) or no first gear (open). Will flash TCIL.	Go To Pinpoint Test A .
P0755*	SSB	SSB solenoid circuit failure	SSB circuit fails to provide voltage drop across solenoid. Circuit open or shorted or PCM driver failure during on-board diagnostic.	No first gear (short) or no third gear (open). Will flash MIL.	Go To Pinpoint Test A .
P0758*	SSB	SSB solenoid circuit failure	SSB circuit fails to provide voltage drop across solenoid. Circuit open or shorted or PCM driver failure during on-board diagnostic.	No first gear (short) or no third gear (open). Will flash TCIL.	Go To Pinpoint Test A .
P0760*	SSC	SSC solenoid circuit failure	SSC circuit failed to provide voltage drop across solenoid. Circuit open or shorted or PCM driver failure	Open or short to battery power: second and fifth gear ratio incorrect. Short to ground: first gear ratio incorrect or no	Go To Pinpoint Test A .

			during on-board diagnostic.	gear ratio errors. Will turn on MIL.	
P0763*	SSC	SSC solenoid circuit failure	SSC circuit failed to provide voltage drop across solenoid. Circuit open or shorted or PCM driver failure during on-board diagnostic.	Open or short to battery power: second and fifth gear ratio incorrect. Short to ground: first gear ratio incorrect or no gear ratio errors. Will turn on MIL.	Go To Pinpoint Test A .
P0765	SSD	SSD solenoid circuit failure	SSD circuit failed to provide voltage drop across solenoid. Circuit open, shorted or PCM driver circuit failure during on-board diagnostics.	No engine braking in manual gears. Will flash MIL.	Go To Pinpoint Test A .
P0768	SSD	SSD solenoid circuit failure	SSD circuit failed to provide voltage drop across solenoid. Circuit open, shorted or PCM driver circuit failure during on-board diagnostics.	No engine braking in manual gears. Will flash TCIL.	Go To Pinpoint Test A .
P0966	PCB	PCB solenoid circuit failure, short to ground	Voltage through PCB solenoid is checked. An error will be noted if tolerance is exceeded.	Short circuit causes minimum PCB pressure (minimum capacity) and limits engine torque (alternate firm). Zero PCB no second and fifth gear.	Go To Pinpoint Test D .
P0967	PCB	PCB solenoid intermittent short to ground or to battery power	Voltage through PCB solenoid is checked. An error will be noted if tolerance is exceeded.	Short circuit causes minimum PCB pressure (minimum capacity) and limits engine torque (alternate firm). Zero PCB no second and fifth gear.	Go To Pinpoint Test D .
P0791	Intermediate shaft speed sensor	Intermediate shaft speed sensor signal failure.	PCM has detected a loss of the Intermediate shaft speed sensor signal.	Possible harsh shifts.	Go To Pinpoint Test E .
P0794	Intermediate shaft speed	Intermediate shaft speed	PCM has detected an intermittent	Possible harsh shifts.	Go To Pinpoint Test E .

	sensor	sensor signal intermittent	Intermediate shaft speed sensor signal.		
P0970	PCC	PCC solenoid circuit failure, short to ground	Voltage through PCC solenoid is checked. An error will be noted if tolerance is exceeded.	Incorrect gear ratio in fourth and fifth gear.	Go To Pinpoint Test D .
P0968	PCC	PCC solenoid circuit open	Voltage through PCC solenoid is checked. Error is noted if tolerance is exceeded.	Open circuit causes maximum PCC pressure, harsh engagements and shifts.	Go To Pinpoint Test D .
P0971	PCC	PCC solenoid intermittent short to ground	Voltage through PCC solenoid is checked. An error will be noted if tolerance is exceeded.	Short to battery power. Harsh shifts or engagements. A short to ground causes incorrect gear ratio in fourth and fifth gear.	Go To Pinpoint Test D .
P0815	SST +/-	SST +/- circuit input signal failed.	PCM has detected an incorrect voltage SST input.	May not be able to shift in manual mode.	Go To Pinpoint Test K .
P1124	TP	TP voltage high/low for on-board diagnostic.	TP was not in the correct position for on-board diagnostic.	Rerun at appropriate throttle position per application.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1460	A/C	A/C clutch cycling pressure switch error	A/C or defrost ON condition may result from A/C clutch being ON during on-board diagnostic.	DTC set during on-board diagnostic rerun with A/C OFF. Failed ON EPC pressure slightly low with A/C OFF.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1636	SSx	SSx ISIG communication error	PCM has detected an error with the ISIG chip.		INSTALL a new PCM.
P1700	TRANS	Transmission indeterminate failure	Internal component failure. Direct one-way clutch failure.	Failed a neutral condition. FMEM becomes active engine rpm limited to 4000 rpms. No 1st, 3rd, or 4th gear in automatic mode. Other DTCs that may set P1700: P0745, P1747, P1760, P1714, P1715, P0750, P0755.	If other solenoid DTCs are present, diagnose and repair them first. CLEAR DTCs and drive vehicle. If P1700 returns, disassemble transmission and inspect the direct one-way clutch. Repair as required. CLEAR DTC. Drive vehicle and verify repair.

P1702	Digital TR	Digital TR signal intermittent, code P0705, P0708 are set.	See P0705, P0708 conditions.	See P0705, P0708 symptoms.	Go To Pinpoint Test C .
P1703	BPP	Brake not actuated during on-board diagnostic KOER	Brake not cycled during KOER.	Failed ON or not connected torque converter clutch will not engage at less than 1/3 throttle. Failed OFF or not connected torque converter clutch will not disengage when brake is applied.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1703	BPP	BPP switch circuit failed	Brake ON circuit failure during KOEO.	Failed ON or not connected torque converter clutch will not engage at less than 1/3 throttle. Failed OFF or not connected torque converter clutch will not disengage when brake is applied.	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1704	Digital TR	Digital TR not in P or N positions during KOEO/KOER.	Digital TR sensor or shift cable incorrectly adjusted or digital TR circuit failure.	DTC is set.	Go To Pinpoint Test C .
P1705	Digital TR	Digital TR not in PARK or NEUTRAL during KOEO/KOER.	KOEO/KOER not run in PARK or NEUTRAL, or digital TR circuit failure.	DTC is set.	RERUN KOEO/KOER in PARK or NEUTRAL or Go To Pinpoint Test C .
P1711	TFT	TFT out of on-board diagnostic range	Transmission not at operating temperature during on-board diagnostic.	DTC set vehicle cold or overheated.	Warm or cool vehicle to normal operating temperature. Go To Pinpoint Test B .
P0711	TFT	No change in TFT	PCM has detected no TFT change during operation.	DTC is set. May flash TCIL.	Go To Pinpoint Test B .
P1714	SSA	SSA inoperative	Mechanical failure of the solenoid detected.	No fourth or fifth gear (short) or no first gear (open).	Go To Pinpoint Test F .
P1715	SSB	SSB inoperative	Mechanical failure of the solenoid detected.	No first gear (short) or no third gear (open)	Go To Pinpoint Test F .
P1716	SSC	SSC inoperative	Mechanical failure of the solenoid detected.	No first gear (short), or not second and fifth gear (open).	Go To Pinpoint Test F .
P1717	SSD	SSD inoperative			Go To Pinpoint Test F .

			Mechanical failure of the solenoid detected.	No engine braking (short).	
P1740**	TCC	TCC solenoid inoperative	TCC not commanded. Mechanical failure of the solenoid detected.	Stuck OFF: Harsh shifts or engagements, engine rpm higher than expected. Stuck ON: Vehicle stall when in drive gear at idle, harsh shifts or engagements, engine rpm lower than expected. Will turn on MIL.	Go To Pinpoint Test A and Go To Pinpoint Test D .
P0740*	TCC	TCC solenoid circuit failure during on-board diagnostic	TCC solenoid circuit fails to provide voltage drop across solenoid. Circuit open or shorted or PCM driver failure during on-board diagnostics. May flash TCIL.	Open or short to battery power: harsh shifts or engagements, engine rpm higher than expected. Short to ground: Vehicle stall when in drive gear at idle, harsh shifts or engagements, engine rpm lower than expected. May turn on MIL.	Go To Pinpoint Test A .
P0745	PCA	Incorrect shift pattern indicating mechanical or hydraulic failure of the transmission.		PCA functional fault low pressure. Will turn on MIL.	Go To Pinpoint Test D .
P0748	PCA	PCA solenoid inoperative	Mechanical failure of the solenoid detected.	Possible slip in gear and/or third gear ratio. Will turn on MIL.	Go To Pinpoint Test D .
P0960	PCA	PCA solenoid circuit open	Voltage through PCA solenoid is checked. Error is noted if tolerance is exceeded.	Open circuit causes maximum PCA pressure, harsh engagements and shifts.	Go To Pinpoint Test D .
P0963	PCA	PCA solenoid intermittent short to ground or battery power	Voltage through PCA solenoid is checked. An error will be noted if tolerance is exceeded.	Short to ground causes no third gear (minimum capacity). Short to battery power causes possible harsh shifts or engagements.	Go To Pinpoint Test D .
P0775	PCB	Incorrect shift pattern indicating mechanical or		PCB functional fault low pressure. Will turn on MIL.	Go To Pinpoint Test D .

		hydraulic failure of the transmission.			
P0778	PCB	PCB solenoid inoperative	Mechanical failure of the solenoid detected.	No second and fifth gear. Will turn on MIL.	Go To Pinpoint Test D .
P0795	PCC	Incorrect shift pattern indicating mechanical or hydraulic failure of the transmission.		PCC functional fault low pressure. Will turn on MIL.	Go To Pinpoint Test D .
P0798	PCC	PCC solenoid inoperative	Mechanical failure of the solenoid detected.	Incorrect gear ratio in fourth and fifth gear. Will turn on MIL.	Go To Pinpoint Test D .
P1780	TCS	TCS input incorrect per selected position	TCS voltage incorrect.	No overdrive cancel when range selector is moved	Go To Pinpoint Test H .
P1783	TFT	Transmission overtemp condition indicated	Transmission fluid temperature exceeded 127°C (270°F).	Increase in control pressure.	Go To Pinpoint Test B .
P0964	PCB	PCB solenoid circuit open	Voltage through PCB solenoid is checked. Error is noted if tolerance is exceeded.	Open circuit causes maximum PCB pressure, harsh engagements and shifts.	Go To Pinpoint Test D .

Rotunda Transmission Tester

The Rotunda Transmission Tester is used to diagnose electronically controlled transmissions and is used in conjunction with the pinpoint tests. The tests should be carried out in order. Installing the Rotunda Transmission Tester allows separation of the vehicle electronics from transmission electronics. Refer to the Rotunda Transmission Tester manual for these tests.

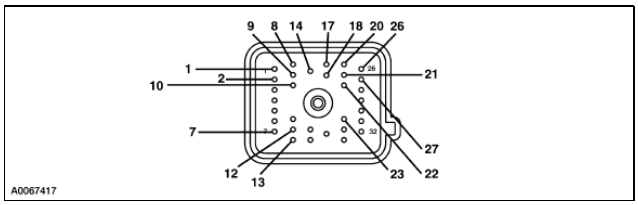
- Digital Transmission Range (TR) Sensor Testing
- Resistance/Continuity Test
- Switch Test - Park/Neutral, Backup Lamp, and Optional Circuits

Transmission Connector Layouts

Printable View (61 KB)

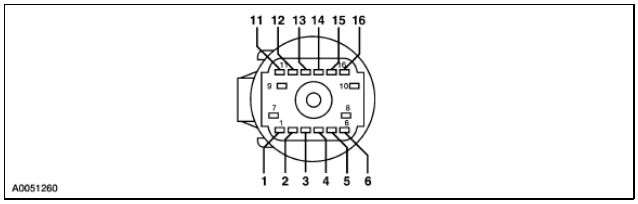
Connector Reference and Terminal Readings

Powertrain Control Module (PCM) C175b



Pin Number	Circuit Description
1	Shift Solenoid A (SSA)
2	Shift Solenoid B (SSB)
7	Pressure Control Solenoid A (PC A)
8	Shift Solenoid C (SSC)
9	Digital Transmission Range sensor TR3A to (PCM)
10	Digital Transmission Range sensor TR4 to (PCM)
12	Pressure Control Solenoid C (PC C)
13	Pressure Control Solenoid B (PC B)
14	Signal return
17	Shift Solenoid D (SSD)
18	Digital Transmission Range sensor TR2 to (PCM)
20	Torque Converter Clutch (TCC) Solenoid
21	Intermediate shaft speed sensor signal input
22	Digital Transmission Range sensor TR1 to (PCM)
23	Transmission Fluid Temperature (TFT) Sensor
26	Output Shaft Speed (OSS) sensor signal input
27	Turbine Shaft Speed (TSS) sensor signal input

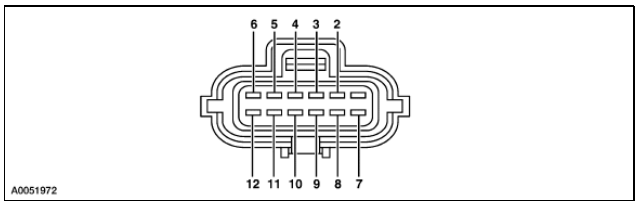
Transmission Solenoid Body C199



Pin Number	Circuit Description
1	Pressure control (PCB) solenoid B
2	Transmission fluid temperature (TFT) sensor input

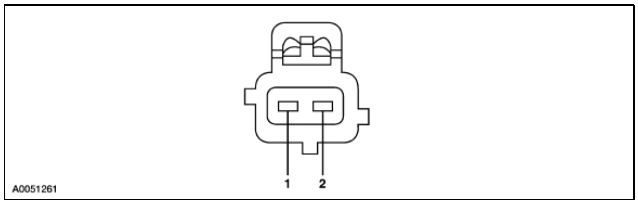
3	Voltage supplied in start and run (overload protected), solenoid power
4	Pressure control (PCC) solenoid C
5	Shift solenoid D (SSD)
6	Shift solenoid C (SSC)
11	Pressure control (PCA) solenoid A
12	Signal return
14	Torque converter clutch (TCC) solenoid
15	Shift solenoid B (SSB)
16	Shift solenoid A (SSA)

Digital Transmission Range (TR) Sensor C167



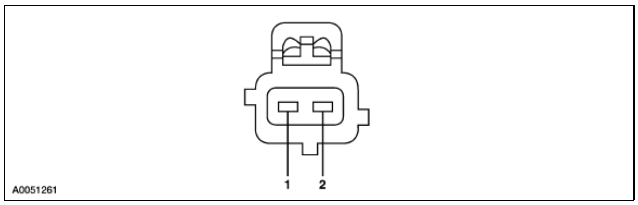
Pin Number	Circuit Description
2	Signal return
3	Digital transmission range (TR) sensor TR3A
4	Digital transmission range (TR) sensor TR1
5	Digital transmission range (TR) sensor TR2
6	Digital transmission range (TR) sensor TR4
7	Ground
8	Neutral switch sense input
9	Fused power feed
10	Starter solenoid central power
11	Reverse lamps
12	Starter relay (overload protected)

Turbine Shaft Speed (TSS) Sensor C143



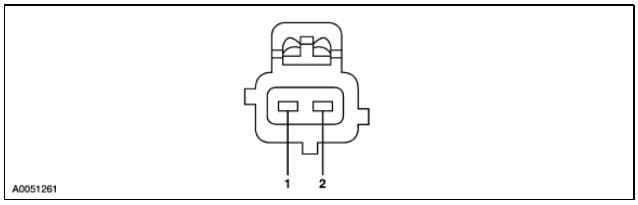
Pin Number	Circuit Description
1	Turbine shaft speed (TSS) sensor signal
2	Signal return

Output Shaft Speed (OSS) Sensor C193



Pin Number	Circuit Description
1	Output shaft speed (OSS) sensor signal
2	Signal return

Intermediate Shaft Speed Sensor Harness Connector



Pin Number	Circuit Description
1	Intermediate shaft speed sensor signal
2	Signal return

Digital Transmission Range (TR) Sensor Diagnosis Chart

Selector Position	Base Shift Lever Indicator	Select Shift Lever Indicator	PID: TR_D				PID: TR_V (volts)
			TR4	TR3A	TR2	TR1	TR3A (PCM pin 64 to sigrtn)
PARK	P	P	0	0	0	0	0.0 Volts
REVERSE	R	R	1	1	0	0	1.3 - 1.8 Volts
NEUTRAL	N	N	0	1	1	0	1.3 - 1.8 Volts
OVERDRIVE	D5/D4	D5	1	1	1	1	1.3 - 1.8 Volts
Manual 3	3	D4	1	0	1	0	0.0 Volts
Manual 2	2		1	0	0	1	0.0 Volts
Manual 1	Man 1		0	0	1	1	0.0 Volts

A. TR_V is the voltage at the PCM pin 64 (TR3A Circuit) to signal return.
B. TR_D: 1= Open digital TR switch, 0= Closed digital TR switch.
C. EEC-V Control System Breakout Box Readings: Taken from PCM signal pins for TR1, TR2, TR3A, TR4 to signal return.
- **Voltages for TR1, TR2, TR4:**
- 0 = 0.0 volts.
- 1 = 9.0 - 14.0 volts.
- **Voltage for TR3A:**

- 0 = 0.0 volts.
- 1 = 1.3 - 1.8 volts.

Wiggle Test Information for Open/Shorts

A. TR4, TR3A, TR2, and TR1 are all closed in PARK. PARK is a good position to check for intermittent open circuits (with scan tool monitoring TR_D).

B. TR4, TR3A, TR2, and TR1 are all open in OVERDRIVE, so OVERDRIVE is a good position to check for shorts to ground. To determine the shorted components while observing TR_D, unplug the TR and see if the short goes away. If the short is still present unplug the transmission harness and see if the short goes away. If the short is still present, then the short is in the PCM or vehicle harness. Remove the suspect circuit(s) wire terminal from the PCM connector. If the short is still present, then the PCM has an internal failure, otherwise the failure is in the vehicle harness.

Pinpoint Tests OSC Equipped Vehicles Printable View (361 KB)

Special Tool(s)

ST1565-A	Transmission Fluid Pressure Gauge 307-004 (T57L-77820-A)
ST1137-A	73 III Automotive Meter 105-R0057 or equivalent
	Trans Tester TR/MLP Overlay and Manual 007-00131 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation Star (NGS) Tester 418-F205 or equivalent
ST1632-A	MLP-TR Cable 418-F107 (007-00111) or equivalent
ST1389-A	Transmission Tester 307-F016 (007-00130) or equivalent

Shift Solenoid Pre-Diagnosis

Any time an electrical connector or solenoid body is disconnected, inspect the connector for terminal condition, corrosion and contamination. Also inspect the connector seal for damage. Clean, repair or install new as necessary.

Use the following shift solenoid operation information when carrying out Pinpoint Test A.

Solenoid Operation Chart

Base Gearshift Selector Position	PCM Comm- anded Gear	5R55S Solenoid States						
		SSA	SSB	SSC	SSD	PCA	PCB	PCC
P/N	P/N	On	Off	Off	On	L [a]	H/L [b]	L [a]
R	R	On	Off	Off	On	H/L [b]	L [a]	H [c]
D5	1	On	Off	Off	On	H [c]	H/L [b]	L [a]
	2	On	Off	On	On	H/L [b]	H [c]	L [a]
	3	On	On	Off	On	H [c]	H/L [b]	L [a]
	4	Off	Off	Off	On	H [c]	H/L [b]	H [c]

	5	Off	Off	On	On	H [c]	H [c]	H [c]
D4	1	On	Off	Off	On	H [c]	H/L [b]	L [a]
	2	On	Off	On	On	H/L [b]	H [c]	L [a]
	3	On	On	Off	On	H [c]	H/L [b]	L [a]
	4	Off	Off	Off	Off	H/L [b]	H [c]	H [c]
+/-	1	On	Off	Off	On	H [c]	H/L [b]	L [a]
	2	On	Off	On	On	H/L [b]	H [c]	L [a]
	3	On	On	Off	On	H [c]	H/L [b]	L [a]
	4	Off	Off	Off	On	H [c]	H/L [b]	H [c]
	5	Off	Off	On	On	H [c]	H [c]	H [c]
3	3	On	On	Off	Off	H [c]	L [a]	H/L [b]
2	2	On	Off	On	Off	H [c]	L [a]	H/L [b]
1	1	On	Off	Off	Off	H [c]	L [a]	H/L [b]

[a] Low line pressure
[b] High/low pressure PCM controlled
[c] High line pressure

Shift Solenoid Failure Mode Chart

Failed ON or OFF due to powertrain control module (PCM) and/or vehicle wiring concerns, solenoid electrically, mechanically or hydraulically stuck on or off.

SSA, SSB

D5 Position	**Actual Gear**			
Gear	**SSA**		**SSB**	
	ON	**OFF**	**ON**	**OFF**
1	1	1	3	1
2	2	2	2	2
3	3	3	3	1
4	1	4	4	4
5	2	5	5	5
R	R	R	N	R
D4 Canceled Position				
1M	M1	M1	M3	M1
2M	M2	1.1	1.1	M2
3M	M3	M2	M3	M1
4M	M1	M4	M4	M4

1.1 = Actual ratio with Forward Clutch, Intermediate Clutch and O/D Band applied.

SSC, SSD

D5 Position	Actual Gear			
Gear	SSC		SSD	
	ON	OFF	ON	OFF
1	2	1	1	1/M1
2	2	1	2	M2
3	3	3	3	3/M3
4	4/5	4	4	4/M4
5	5	4	5	5
R	R	R	R	R
D4 Canceled Position				
1M	M2	M1	1	M1
2M	M2	M1	2	M2
3M	1.1	M3	3	M3
4M	5	M4	4	M4

1.1 = Actual ratio with Forward Clutch, Intermediate Clutch and O/D Band applied.

PC A, PC B, PC C

D5 Posi- tion	Actual Gear					
Gear	PC A		PC B		PC C	
	L	H	L	H	L	H
1	1/S	1	1	1	1	1
2	2	2	1	2	2	2
3	1/S	3	3	3	3	3
4	4	4	4	4	1	4
5	5	5	4	5	2	5
R	R/S	R	R/S	R	R	R
D4 Canceled Position						
1M	1	M1	1	M1	M1	M1
2M	2	M2	1	M2	M2	M2
3M	1	M3	3	M3	M3	M3
4M	M4	M4	4	M4	1	M4

H = High

L = Low

Slip = Slip due to low line pressure

1.1 = Actual ratio with Forward Clutch, Intermediate Clutch and O/D Band applied.

Pinpoint Tests

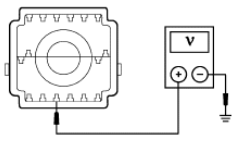
PINPOINT TEST A: SHIFT AND TORQUE CONVERTER CLUTCH SOLENOIDS

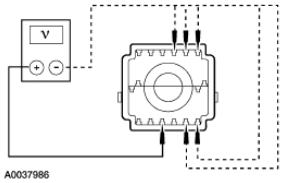
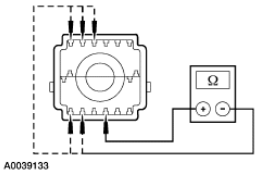
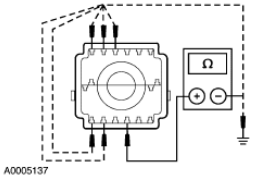
<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td colspan="2">NOTE: Refer to the Transmission Vehicle Harness Connector illustration preceding these pinpoint tests.</td></tr>
<tr><td colspan="2">NOTE: Read and record all DTCs. All Digital TR Sensor and VSS DTCs must be repaired before entering Output State Control (OSC).</td></tr>
<tr><td>A1 ELECTRONIC DIAGNOSTICS</td><td></td></tr>
<tr><td>• Key in OFF position.
• Select PARK.
• Check to make sure the transmission harness connector is fully seated, terminals are fully engaged in connector and in good condition before proceeding.
• Connect the diagnostic tool. NGS Tester
• Key in ON position.
• Enter the following diagnostic mode on the diagnostic tool: Diagnostic Data Link.
• Enter the following diagnostic mode on the diagnostic tool: PCM.
• Enter the following diagnostic mode on the diagnostic tool: Active Command Modes.
• Enter the following diagnostic mode on the diagnostic tool: Output State Control (OSC).
• Enter the following diagnostic mode on the diagnostic tool: Trans-Bench Mode.
• Does vehicle enter Trans-Bench Mode?</td><td>Yes
REMAIN in Trans-Bench Mode. GO to A2 .

No
REPEAT procedure to enter Trans-Bench Mode. If vehicle did not enter Trans-Bench Mode, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis of PCM or NGS.</td></tr>
<tr><td>A2 WIGGLE TEST</td><td></td></tr>
<tr><td>• Remain in Trans-Bench Mode.
• Select PIDs to be monitored.

<table><tr><th>PID Command</th><th>PID Actual</th></tr><tr><td>SSA</td><td>SSA</td></tr><tr><td>SSB</td><td>SSB</td></tr><tr><td>SSC</td><td>SSC</td></tr><tr><td>SSD</td><td>SSD</td></tr><tr><td>TCC</td><td>TCC</td></tr></table>
• Select "ON" to turn suspect solenoid on.
• Press "SEND".
• Wiggle all wiring and connectors to the transmission. Monitor the solenoid state for changes.</td><td>Yes
REPAIR the circuit. TEST the system for normal operation.

No
GO to A3 .</td></tr>
</table>

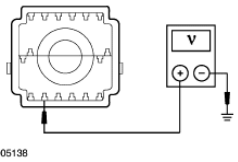
• Select "OFF" to turn solenoid off. • Press "SEND". • **Does the suspect solenoid(s) fault state change?**	
A3 SOLENOID FUNCTIONAL CHECK	
• Monitor each solenoid state. • Turn each solenoid ON and OFF. • **Does the solenoid turn ON and OFF when commanded and can solenoid activation be heard?**	**Yes** GO to A4 . **No** GO to A5 .
A4 OSC TRANS-DRIVE MODE (GEAR OR TCC)	
• Carry out OSC Trans-Drive Mode. • Select GEAR for shift solenoids or follow procedures for GEAR as listed in this section. • Select TCC for Torque Converter Clutch Solenoid. Follow procedures of TCC in Drive Mode as listed in this section. • **Does the transmission upshift and downshift or torque converter engage/disengage when commanded?**	**Yes** CLEAR all DTCs. ROAD TEST to verify if concern is still present. If concern is still present, REFER to Diagnosis By Symptom to diagnose shift or torque converter concern. **No** GO to A5 .
A5 CHECK FOR BATTERY VOLTAGE	
• Disconnect: Transmission Vehicle Harness Connector. • Visually inspect all wires and connectors for damage. • Key in ON position. • Measure the voltage on pin 3 harness side and ground.  A0005135 • **Is the voltage greater than 10 volts?**	**Yes** GO to A6 . **No** REPAIR the circuit. TEST for normal operation.
A6 ELECTRICAL SIGNAL CHECK	
• Leave positive lead connected to pin 3 and connect negative lead to pin 5, 6, 14, 15 and 16.	**Yes** GO to A7 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0037986 • Enter the following diagnostic mode on the diagnostic tool: Trans-Bench Mode. • Select Parameter SSA, SSB, SSC, SSD or TCC. • Select "ON". • Press "SEND". • Measure the voltage while cycling the solenoids ON and OFF. • Select "OFF", press "SEND". • **Does the voltage change?**	
A7 CHECK SOLENOID RESISTANCE AT SOLENOID	
• Measure the resistance between pin 3 and pin 5, 6, 14, 15, and 16 solenoid side. **Solenoid / Resistance (ohms)** SSA 16-45 SSB 16-45 SSC 16-45 SSD 16-45 TCC 9-16  A0039133 • **Is the resistance within specification?**	**Yes** GO to A8 . **No** INSTALL a new solenoid body assembly. TEST the system for normal operation.
A8 CHECK SOLENOID FOR SHORT TO GROUND	
• Measure the resistance between pin 3 and pin 5, 6, 14, 15, and 16 solenoid side and ground.  A0005137	**Yes** INSTALL a new solenoid body assembly. **No** REFER to Diagnosis By Symptom in this section for diagnosis of shift or torque converter concerns.

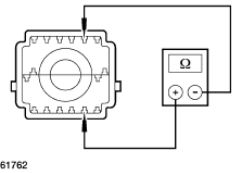
• **Is the resistance less than 5 ohms?**	

PINPOINT TEST B: TRANSMISSION FLUID TEMPERATURE (TFT) SENSOR

Test Step	Result / Action to Take
NOTE: Refer to the Transmission Vehicle Harness Connector illustration preceding these pinpoint tests.	
B1 ELECTRONIC DIAGNOSTICS	
• Key in OFF position. • Select PARK. • Check to make sure the transmission harness connector is fully seated, terminals are fully engaged in connector and in good condition before proceeding. • Connect the diagnostic tool. NGS Tester • Key in ON position. • Select Diagnostic Data Link. • Select PCM. • Select PID/Data Monitor and Record. • Enter the following diagnostic mode on the diagnostic tool: PIDs; TFT, TFTV. • **Does the vehicle enter PID/Data Monitor and Record?**	**Yes** REMAIN in PID/Data Control. GO to B2 . **No** REPEAT procedure to enter PID. If vehicle did not enter PID, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis of PCM and NGS.
B2 WARM-UP/COOL-DOWN CYCLE	
• While monitoring the TFT PIDs, carry out the following test: If transmission is cold, run transmission to warm it up. If transmission is warm, allow transmission to cool down. • **Do the TFT PIDs increase as the transmission is warmed up or decrease as the transmission is cooled or does the TFT or TFTV drop in and out of range?**	**Yes** If the TFT PIDs increase as the transmission is warmed or decrease as the transmission is cooled, CLEAR all DTCs. ROAD TEST to verify if concern is still present. If concern is still present, REFER to Diagnosis By Symptom in this section to diagnose transmission overheating. If the TFT or TFTV drop in and out of range, INSPECT for intermittent concern in the internal/external harness, sensor or connector. **No** GO to B3 .
B3 ELECTRICAL SIGNAL CHECK	
• Disconnect: Transmission Harness Connector. • Visually inspect all wires and connectors for damage. • Measure the voltage between pin 2 harness side and ground.	**Yes** GO to B4 . **No** REPAIR the circuit. TEST the system for normal operation.



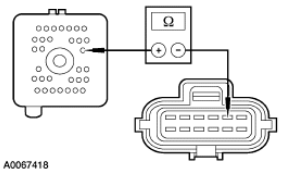
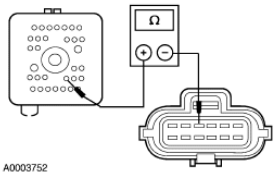
- **Is the voltage between 4.5 and 5.0 volts?**

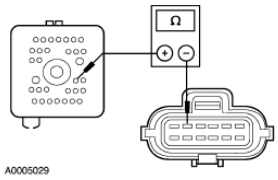
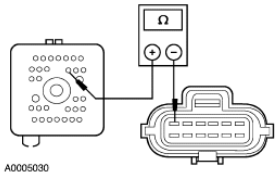
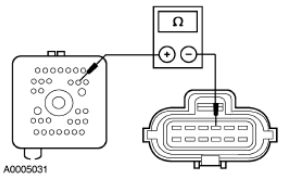
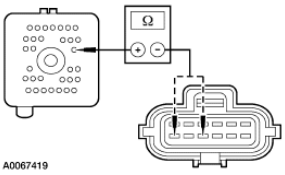
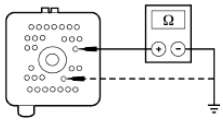
B4 CHECK RESISTANCE OF TFT SENSOR	
• Measure the resistance between pin 2 and 12 at the solenoid body connector.  • Record the resistance. • Resistance should be approximately in the following ranges: Transmission Fluid Temperature °C / °F / Resistance (Ohms) -40 to -20 / -40 to -4 / 967K - 284K -19 to -1 / -3 - 31 / 284K - 100K 0 - 20 / 32 - 68 / 100K - 37K 21 - 40 / 69 - 104 / 37K - 16K 41 - 70 / 105 - 158 / 16K - 5K 71 - 90 / 159 - 194 / 5K - 2.7K 91 - 110 / 195 - 230 / 2.7K - 1.5K 111 - 130 / 231 - 266 / 1.5K - 0.8K 131 - 150 / 267 - 302 / 0.8K - 0.54K • **Is the resistance in the range?**	**Yes** REFER to Diagnosis By Symptom in this section to diagnose an overheating concern. **No** INSTALL a new solenoid body assembly.

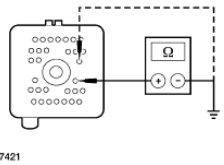
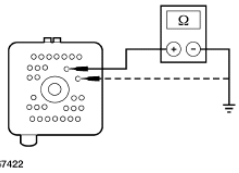
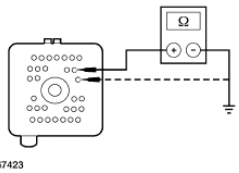
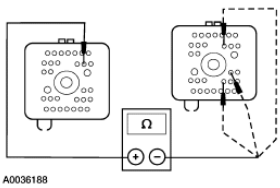
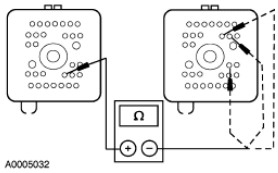
PINPOINT TEST C: DIGITAL TRANSMISSION RANGE (TR) SENSOR

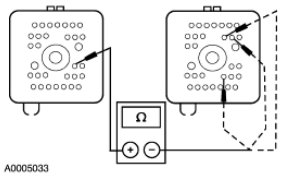
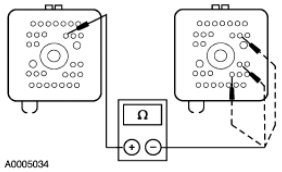
Test Step	Result / Action to Take
NOTE: Refer to the Digital Transmission Range (TR) Sensor Connector illustration and Digital Transmission Range TR) Sensor Diagnosis Chart preceding these pinpoint tests.	
C1 VERIFY DIAGNOSTIC TROUBLE CODES	
• Key in OFF position. • Select PARK. • Carry out on-board diagnostic test.	**Yes** GO to C4 . **No**

• **Are only DTC codes P0705, P0708 present?**	GO to C2 .
C2 VERIFY DIGITAL TRANSMISSION RANGE SENSOR ALIGNMENT	
• Key in OFF position. • Select PARK. • Check to make sure the digital TR sensor harness connector is fully seated, terminals are fully engaged in connector and in good condition before proceeding. • Apply the parking brake. • Select NEUTRAL. • Disconnect the shift cable/linkage from the manual lever. • Verify that the TR Sensor Alignment Gauge fits in the appropriate slots. • **Is the digital TR sensor correctly adjusted?**	**Yes** GO to C3 . **No** ADJUST the digital TR sensor; REFER to Digital Transmission Range (TR) Sensor in this section. PLACE transmission range selector lever into PARK and CLEAR DTCs. RERUN OBD Tests. GO to C3 .
C3 VERIFY SHIFT CABLE/LINKAGE ADJUSTMENT	
• Place the range selector in D5. • Connect the shift cable/linkage. • Verify that the shift cable/linkage is correctly adjusted. Refer to Selector Lever Cable Adjustment in this section. • **Is the shift cable/linkage is correctly adjusted?**	**Yes** GO to C4 . **No** ADJUST the shift cable/linkage. REFER to Selector Lever Cable Adjustment in this section. GO to C4 .
C4 CHECK ELECTRICAL SIGNAL OPERATION	
• Select PARK. • Disconnect: Digital TR Sensor. • ⚠ **CAUTION: Do not pry on connector. This will damage the connector and result in a transmission concern.** • Inspect both ends of the connector for damage or pushed out pins, corrosion, loose wires and missing or damaged seals. • **Is there damage to the connector, pins or harness?**	**Yes** REPAIR as necessary. CLEAR DTCs and RERUN OBD Tests. **No** If diagnosing a DTC, GO to C5 . If diagnosing a starting concern or a backup lamp concern, GO to C10 .
C5 CHECK ELECTRICAL SYSTEM OPERATION (DIGITAL TR AND PCM)	
• Key in OFF position. • Connect the diagnostic tool. NGS Tester • Connect: Digital TR Sensor. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: TR PIDS TR_D, TR_V. • Move transmission range selector lever into each gear and stop. • Observe the PIDs, TR_D, and TR_V (vehicle-dependent) while wiggling harness, tapping on sensor, or driving the vehicle. Use PIDs TR_D for DTCs P0705, P1704, and P1705. Use PIDs TR_V for DTC P0708. • Compare the PIDs to the Digital Transmission Range (TR) Sensor Diagnosis Chart.	**Yes** The problem is not in the digital TR sensor system. REFER to Diagnosis By Symptom in this section for further diagnosis. **No** If TR_D changes when wiggling harness, tapping on the sensor or driving the vehicle, the problem may be intermittent. GO to C6 .

• **Do the PIDs TR_D and TR_V match the Digital Transmission Range (TR) Sensor Diagnosis chart, and does the TR_D PID remain steady when the harness is wiggled, the sensor is tapped on, or the vehicle driven?**	
C6 CHECK DIGITAL TRANSMISSION RANGE SENSOR OPERATION	
• Disconnect: Digital TR Sensor. • Connect: TR-E Cable to Transmission Tester. • Connect: TR-E Cable to Digital TR Sensor. • Place the DIGITAL TR Overlay onto Transmission Tester. • Carry out SENSOR Test as instructed on the digital TR Overlay. • **Does the status lamp on the tester TRS-E cable match the selected gear positions?**	**Yes** Concern is not in the digital TR sensor. GO to C7 . **No** INSTALL a new digital TR sensor and ADJUST. REFER to Digital Transmission Range (TR) Sensor in this section. CLEAR DTCs and RERUN OBD Tests.
C7 CHECK PCM HARNESS CIRCUITS FOR OPENS	
• Key in OFF position. • Disconnect: 150 Pin PTEC Module Connector "B". • Inspect for damaged or pushed out pins, corrosion or loose wires. • Disconnect: Digital TR Sensor. • ⚠ **CAUTION: Do not pry the connector. This will damage the connector and result in a transmission concern.** • Measure the resistance between pin 2 harness side and signal return pin 14 harness side.  A0067418 • Measure the resistance between pin 22 and pin 4 harness side.  A0003752 • Measure the resistance between pin 18 and pin 5 harness side.	**Yes** GO to C8 . **No** REPAIR the circuits. TEST the system for normal operation.

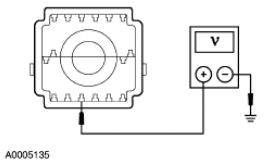
 A0005029 • Measure the resistance between pin 10 and pin 6 harness side.  A0005030 • Measure the resistance between pin 9 and pin 3 harness side.  A0005031 • **Are the resistances less than 5 ohms?**	
C8 CHECK PCM HARNESS CIRCUITS FOR SHORT TO GROUND OR POWER	
• Measure the resistance between pin 14 and pin 10 harness side and ground; and pin 12 harness side.  A0067419 • Measure the resistance between pin 22 harness side and ground; and pin 14 harness side and ground.  A0067420 • Measure the resistance between pin 18 harness side and ground; and pin 14 harness side and ground.	**Yes** GO to C9 . **No** REPAIR the circuits. TEST the system for normal operation. CLEAR DTCs. RERUN OBD Tests.

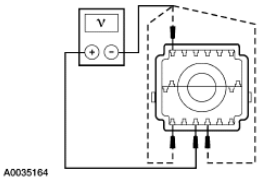
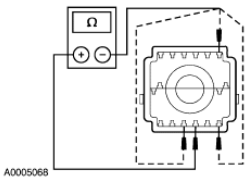
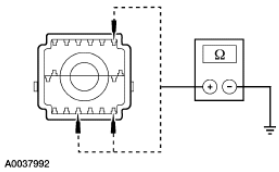
 A0067421 • Measure the resistance between pin 10 harness side and ground; and pin 14 harness side and ground.  A0067422 • Measure the resistance between pin 9 harness side and ground; and pin 14 harness side and ground.  A0067423 • **Are the resistances greater than 10,000 ohms?**	
C9 CHECK FOR SHORT BETWEEN TR/PCM INPUT SIGNAL CIRCUITS	
• Measure the resistance between pin 9 harness side and pin 22; pin 18; pin 10 harness side.  A0036188 • Measure the resistance between pin 22 harness side and pin 9; pin 18; pin 10 harness side.  A0005032 • Measure the resistance between pin 18 harness side and pin 22; pin 9; pin 10 harness side.	**Yes** INSTALL a new PCM. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

 A0005033 • Measure the resistance between pin 10 harness side and pin 22; pin 18; pin 9 harness side.  A0005034 • **Are the resistances greater than 10,000 ohms?**	
C10 CHECK THE NON-PCM INTERNAL CIRCUITS OF SENSOR	
• Connect: TRS-E Cable to Transmission. • Connect: TRS-E Cable to Digital TR Sensor. • Place the Digital TR Overlay onto Transmission Tester. • Carry out Switch Test as instructed on the digital TR Overlay. • **Does the status lamp on the tester indicate RED for the correct gear position?**	**Yes** Concern is not in the digital TR sensor. For start system concerns, REFER to Section 303-04A or Section 303-04B . For backup lamp concerns, REFER to Section 417-01 . **No** INSTALL a new digital TR sensor and ADJUST; REFER to Digital Transmission Range (TR) Sensor in this section. CLEAR DTCs and RERUN OBD Tests.

PINPOINT TEST D: PRESSURE CONTROL (PC) SOLENOIDS (PCA, PCB, PCC)

Test Step	Result / Action to Take
NOTE: Refer to the Transmission Vehicle Harness Connector illustration preceding these pinpoint tests.	
NOTE: Read and record all DTCs. All digital TR Sensor and VSS DTCs must be repaired before entering Output State Control (OSC).	
D1 ELECTRONIC DIAGNOSTICS	
• Key in OFF position. • Select PARK. • Check to make sure the transmission harness connector is fully seated, terminals are fully engaged in the connector and in good condition before proceeding. • Install 300 psi pressure gauges into Line and PC C tap. • Connect the diagnostic tool. NGS Tester • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Diagnostic Data Link.	**Yes** REMAIN in Trans-Bench Mode. GO to D2 . **No** REPEAT procedure to enter Trans-Bench Mode. If vehicle did not enter OSC, REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis of PCM or NGS.

• Enter the following diagnostic mode on the diagnostic tool: PCM. • Enter the following diagnostic mode on the diagnostic tool: Active Command Modes. • Enter the following diagnostic mode on the diagnostic tool: Output State Control (OSC). • Enter the following diagnostic mode on the diagnostic tool: Trans-Bench Mode. • **Does the vehicle enter the Trans-Bench Mode?**	
D2 SOLENOID FUNCTIONAL TEST	
• Monitor pressure gauges. • Enter the following diagnostic mode on the diagnostic tool: Parameter; PCx. • **NOTE:** Make sure that the solenoids not being tested are off or at zero. • Select PC A, PC B, or PC C. • Select value - 15, 30, 45, 60, 70 or 90 psi. • Press "SEND". • Select another value "0-90 psi". • Press "SEND". • Enter the following diagnostic mode on the diagnostic tool: XXX. • Press "SEND". • **For PC A and PC B: Does the pressure reading for A or B follow the commanded pressure, (actual A and B pressures will be higher than the commanded pressure)? For PC C: Does the pressure reading match the commanded pressure?"**	**Yes** CLEAR DTCs. **No** GO to D3 .
D3 CHECK FOR BATTERY VOLTAGE	
• Disconnect: Transmission Harness Connector. • Visually inspect all wires and connectors for damage. • Key in ON position. • Measure the voltage between pin 3 harness side and ground.  A0005135 • **Is the voltage greater than 10 volts?**	**Yes** GO to D4 . **No** REPAIR the circuit. TEST the system for normal operation.
D4 ELECTRICAL SIGNAL CHECK	
• Leave positive lead connected pin 3 and connect negative lead to pins 1, 4 and 11 harness side.	**Yes** GO to D5 . **No** CHECK for open or short circuit in harness or PCM.

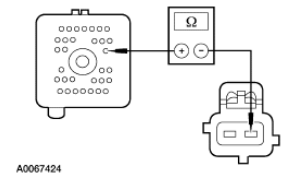
 A0035164 • Activate solenoids (ON and OFF) while monitoring the voltage reading. • Enter the following diagnostic mode on the diagnostic tool: Trans-Bench Mode. • Enter the following diagnostic mode on the diagnostic tool: Parameter; PCx. • Select a value "0-90 psi". • Press "SEND". • Select another value "0-90 psi". • Press "SEND". • Enter the following diagnostic mode on the diagnostic tool: XXX. • Press "SEND". • **Does the voltage and solenoid state change?**	
D5 CHECK SOLENOID RESISTANCE AT SOLENOID	
• Measure and record the resistance between PC solenoid pin 3 and pins 1, 4, and 11. Resistance should be between 3.3 and 7.5 ohms.  A0005068 • **Is the resistance within specifications?**	**Yes** GO to D6 . **No** INSTALL a new solenoid body assembly.
D6 CHECK SOLENOID FOR SHORT TO GROUND	
• Measure and record the resistance between the PC solenoid pins 1, 4, 11, and ground solenoid side.  A0037992 • **Is the resistance less than 10,000 ohms?**	**Yes** INSTALL a new solenoid body assembly. TEST the system for normal operation. **No** REFER to Diagnosis By Symptom in this section for diagnosis of pressure concerns. TEST the system for normal operation.

PINPOINT TEST E: TURBINE SHAFT SPEED (TSS), INTERMEDIATE SHAFT SPEED, AND OUTPUT SHAFT SPEED (OSS) SENSORS

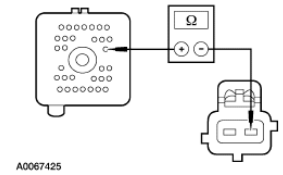
Test Step	Result / Action to Take

NOTE: Refer to the turbine shaft speed (TSS), intermediate shaft speed, and output shaft speed (OSS) sensor connector illustrations preceding these pinpoint tests.

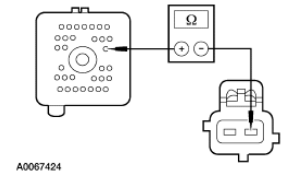
E1 ELECTRONIC DIAGNOSTICS	
• Check to make sure the transmission harness connectors are fully seated, terminals are fully engaged in connector and in good condition before proceeding. • Connect the diagnostic tool. NGS Tester • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Diagnostic Data Link. • Enter the following diagnostic mode on the diagnostic tool: PCM. • Select PID/Data Monitor and Record. • Select the following PIDs: TSS, intermediate shaft speed or OSS. • **Does vehicle enter PID/Data Monitor and Record?**	**Yes** REMAIN in PID/Data. GO to E2 . **No** REPEAT procedure to ENTER PID. If vehicle did not enter PID, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis of PCM or NGS.
E2 DRIVE CYCLE TEST	
• While monitoring the appropriate sensor PID, drive the vehicle so that the transmission upshifts and downshifts through all gears. • **Does the TSS, intermediate shaft speed, or OSS Speed PID increase and decrease with engine and vehicle speed?**	**Yes** GO to E3 . **No** If the TSS, intermediate shaft speed, or OSS Speed PID does not increase and decrease with engine and vehicle speed, INSPECT for open or short in vehicle harness, sensor, a PCM concern, or internal hardware concern. GO to E4 .
E3 DRIVE CYCLE TEST ERRATIC	
• While monitoring the appropriate sensor PID, drive the vehicle so that the transmission upshifts and downshifts through all gears. • **Is the TSS, intermediate shaft speed, or OSS Speed PID signal erratic (drop to zero or near zero and return to normal operation)?**	**Yes** If the sensor signal is erratic, INSPECT for intermittent concern in the harness, sensor, or connector. GO to E4 . **No** CLEAR all DTCs. RERUN OBD.
E4 CHECK PCM HARNESS CIRCUITS FOR OPENS	
• Key in OFF position. • Disconnect: 150 Pin PTEC Module Connector "B". • Inspect for damaged or pushed out pins, corrosion or loose wires. • For OSS, measure the resistance between pin 14 and the appropriate sensor connector pin 2 harness side.	**Yes** GO to E5 . **No** REPAIR the circuit. TEST the system for normal operation.



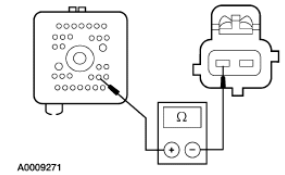
- For intermediate shaft speed, measure the resistance between pin 14 and the appropriate sensor connector pin 2 harness side.



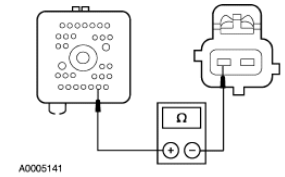
- For TSS, measure the resistance between pin 14 and the appropriate sensor connector pin 2 harness side.



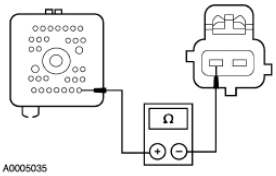
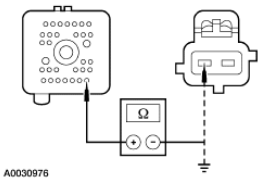
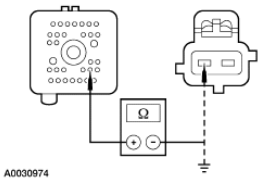
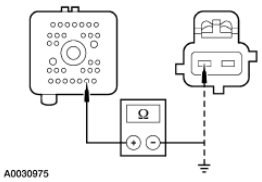
- For intermediate shaft speed, measure the resistance between pin 21 and the appropriate sensor connector pin 1 harness side.

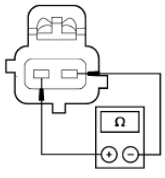
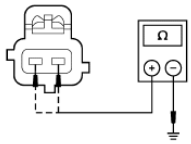


- For TSS, measure the resistance between pin 27 and the appropriate sensor connector pin 1 harness side.



- For OSS, measure the resistance between pin 26 and the appropriate sensor connector pin 1 harness side.

 A0005035 • **Are all resistances less than 5 ohms?**	
E5 CHECK PCM HARNESS CIRCUITS FOR SHORT TO GROUND	
• For OSS, measure the resistance between pin 26 and sensor connector pin 1 harness side and ground.  A0030976 • For intermediate shaft speed, measure the resistance between PCM pin 21 and sensor connector pin 1 harness side and ground.  A0030974 • For TSS, measure the resistance between PCM pin 27 and sensor connector pin 1 harness side and ground.  A0030975 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to E6 . **No** REPAIR the circuits. TEST the system for normal operation. CLEAR DTCs. RERUN OBD Tests.
E6 CHECK RESISTANCE OF TSS, INTERMEDIATE SHAFT SPEED or OSS SENSOR	
• Disconnect the appropriate vehicle harness connector from the TSS, intermediate shaft speed or OSS sensor. • Connect ohmmeter negative lead to one pin of the sensor and the positive lead to the other pin on the sensor.	**Yes** GO to E7 . **No** INSTALL a new sensor.

 A0005211 • Record the resistance. Resistance should be as follows: **Resistance (ohms) / Temperature °C (°F)** 266-390 / -20° (4°) 325-485 / 21° (70°) 492-738 / 150° (302°) • **Is the resistance within specification for the appropriate sensor?**	
E7 CHECK SENSORS FOR SHORT TO GROUND	
• Measure the resistance between pin 1 and 2 of each sensor and ground.  A0005501 • **Is the resistance less than 10,000 ohms?**	**Yes** INSTALL a new sensor. **No** REFER to Diagnosis By Symptom for diagnosis of shift or torque converter concerns in this section.

PINPOINT TEST F: SOLENOID MECHANICAL FAILURE

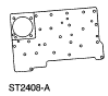
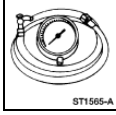
Test Step	Result / Action to Take
NOTE: Repair all other DTCs before repairing the following DTCs: P1714, P1715, P1716, P1717, P1740.	
F1 ELECTRONIC DIAGNOSIS	
• Connect the diagnostic tool. NGS Tester • Select PARK. • Key in ON position. • Carry out KOEO test until continuous DTCs have been displayed. • If any of the following DTCs are present, continue with this test: P1714, P1715, P1716, P1717, P1740. • **Are other DTCs present for TFT or shift solenoids?**	**Yes** REPAIR the DTCs for TFT or shift solenoids first. CLEAR DTCs and CARRY OUT transmission Drive Cycle test. RERUN Quick Test. **No** INSTALL a new solenoid and/or body. REFER to the Diagnostic Trouble Code Charts for code description. GO to F2 .

F2 TRANSMISSION DRIVE CYCLE TEST	
• Carry out transmission drive cycle test. Refer to Transmission Drive Cycle Test in this section. • **Does the vehicle upshift and downshift OK?**	**Yes** GO to F3 . **No** REFER to Diagnosis By Symptom in this section to diagnose shift concerns.
F3 RETRIEVE DTCS	
• Connect the diagnostic tool. NGS Tester • Select PARK. • Key in ON position. • Carry out KOEO test until continuous DTCs have been displayed. • **Are DTCs P1714, P1715, P1716, P1717, P1740 still present?**	**Yes** INSTALL a new PCM. ROAD TEST and RERUN Quick Test. **No** Testing completed. If a concern still exists, REFER to Diagnosis By Symptom in this section for concern diagnosis.

Special Testing Procedures

Printable View (90 KB)

Special Tool(s)

 ST2408-A	Air Test Plate, Transmission 307-405
 ST1565-A	Transmission Fluid Pressure Gauge 307-004 (T57L-77820-A)

The special tests are designed to aid the technician in diagnosing the hydraulic and mechanical portion of the transmission.

Engine Idle Speed Check

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the engine idle speed.

Line Pressure Test

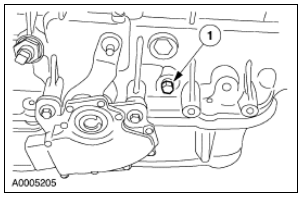
⚠ CAUTION: Carry out Line Pressure Test prior to carrying out Stall Speed Test. If line pressure is low at stall, do not carry out the Stall Speed Test or further transmission damage will occur. Do not maintain wide open throttle in any gear range for more than five seconds.

NOTE: Certain sensor failures may cause high PC, FMEM (Failure Mode Effect Management) actions. Be sure that self test and electrical repairs have been carried out, or test results may be incorrect.

NOTE: The line pressure tap is used to verify output pressure from PC A or PC B by turning either one off while verifying the output from the other solenoid. The second pressure tap is used to verify the output from the PC C solenoid.

This test verifies that the line pressure is within specifications.

1. Connect pressure gauge to the line pressure tap.



Item	Part Number	Description
1		Line Pressure Tap

2. Start engine and check line pressures. Refer to the following Line Pressure Chart to determine if line pressure is within specifications.

Line Pressure Chart 3.0L Engine

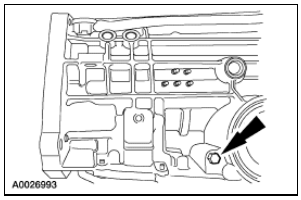
Range	Idle Pressure		WOT Stall Pressure	
	PC C	Line	PC C	Line
P/N	0-69 kPa (0-10 psi)	758-827 kPa (110-120 psi)	0-69 kPa (0-10 psi)	758-827 kPa (110-120 psi)
R	345-414 kPa (50-60 psi)	896-965 kPa (130-140 psi)	2,151-2,289 kPa (312-332 psi)	2,172-2,310 kPa (315-335 psi)
D5	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,517-1,586 kPa (220-230 psi)
D4	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,551-1,620 kPa (225-235 psi)
M5/M4	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,551-1,620 kPa (225-235 psi)
M3	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,551-1,620 kPa (225-235 psi)
M2/M1	0-69 kPa (0-10 psi)	827-896 kPa (120-130 psi)	0-69 kPa (0-10 psi)	1,551-1,620 kPa (225-235 psi)

Line Pressure Chart 3.9L Engine

Range	Idle Pressure		WOT Stall Pressure	
	PC C	Line	PC C	Line
P/N	0-69 kPa (0-10 psi)	483-620 kPa (70-90 psi)	0-69 kPa (0-10 psi)	483-620 kPa (70-90 psi)
R	345-414 kPa (50-60 psi)	689-827 kPa (100-120 psi)	2,151-2,289 kPa (312-332 psi)	2,151-2,289 kPa (312-332 psi)
D5	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)
D4	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)
M5/M4	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)
M3	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)
M2/M1	0-69 kPa (0-10 psi)	689-827 kPa (100-120 psi)	0-69 kPa (0-10 psi)	1,482-1,620 kPa (215-235 psi)

3. If line pressure is not within specifications, check PC C pressure.

4. Connect Pressure Gauge to PC C pressure tap.



Item	Part Number	Description
1		Pressure Control (PC C) Tap

5. Start engine and check PC C pressure. Refer to Line Pressure Diagnosis Chart in this section for specification.

6. If PC C pressure is not within specification, Go To Pinpoint Test D to diagnose PC C operation. If PC C operation is OK, refer to Line Pressure Diagnosis Chart in this section for line pressure concern causes.

   Line Pressure Diagnosis Chart

Test Results	Possible Source
High at Idle All Ranges	• Wiring Harnesses • PC C Boost Valve • PC C Solenoid • Main Regulator Valve
Low at Idle All Ranges	• Low Fluid Level • Fluid Inlet Filter/Seal • Main Control Body • Cross Leaks • Gaskets • Pump • Separator Plate
Low All Forward Ranges	• Forward Clutch • Main Control • Overdrive Servo • Intermediate Servo
Low in Park Only	• Valve Body
Low in Reverse Only	• Separator Plate • Rear Servo Piston, Cover Seal • Reverse Clutch • Overdrive Servo • Intermediate Servo • Valve Body • Forward Clutch
Low in Neutral Only	• Valve Body • Overdrive Servo • Intermediate Servo
Low in D5 Only	• Forward Clutch • Overdrive Servo • Intermediate Servo • Valve Body
Low in D4 Only (O/D Cancelled)	• Forward Clutch

	• Overdrive Servo • Intermediate Servo • Valve Body
Low in First Position	• Forward Clutch • Valve Body
Low in Second Position	• Intermediate Servo • Overdrive Servo • Intermediate Servo • Forward Clutch
Low in Third Position	• Intermediate servo • Overdrive servo • Forward clutch

Stall Speed Test

This test checks operation of the following items:

- torque converter clutch
- forward clutch
- low-one way clutch (OWC) assembly
- engine operation
- overdrive one-way clutch assembly

⚠ **WARNING: Apply the parking brake firmly while carrying out each stall test.**

⚠ **CAUTION: Always carry out the Line Pressure Test procedures prior to carrying out the Stall Speed Test. If line pressure is low at stall, do not carry out the Stall Speed Test or further transmission damage will occur.**

NOTE: The Stall Speed Test should be carried out with the engine and transmission at normal operating temperatures.

1. Connect tachometer to the engine.
2. ⚠ **CAUTION: After testing each of the following ranges D5, D4, 3, 2, 1, and R, move the transmission range selector lever to N (NEUTRAL) and run the engine at 1,000 rpm for about 15 seconds to allow the torque converter to cool before testing the next range.**

   ⚠ **CAUTION: Do not maintain wide open throttle in any range for more than five (5) seconds.**

   ⚠ **CAUTION: If the engine rpm recorded by the tachometer exceeds maximum specified rpm, release the accelerator pedal immediately. Clutch or band slippage is indicated.**

   NOTE: Prolonged use of this procedure may set Diagnostic Trouble Code P0712, P1783. After Carrying out Stall Speed Test run OBD Test and clear DTCs from memory.

   Press accelerator pedal to floor (WOT) in each range. Record rpm reached in each range. Stall speeds should be as follows:

   Stall Speed Chart

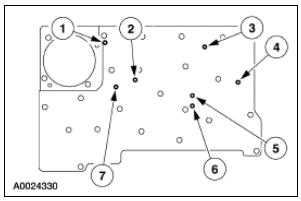
Vehicle	Engine	RPM
Lincoln LS	3.0L	2,511-2,989
Lincoln LS	3.9L	2,298-2,688

If stall speeds were too high, refer to the following Stall Speed Diagnosis Chart. If stall speeds were too low, first check the engine idle speed. If engine idle is OK, remove torque converter and check the torque converter one-way clutch for slippage.

Stall Speed Diagnosis Chart

Transmission Range Selector Lever Position	Stall Speeds High	Stall Speeds Low
D5, D4, and 1	Overdrive One-Way Clutch, Rear One-Way Clutch	
D4, 2 and 1	Forward Clutch, Overdrive One-Way Clutch	
D5	Forward Clutch, Overdrive One-Way Clutch	
D5, D4, 3, 2, 1 and R	General Pressure Concerns, Forward Clutch, Overdrive One-Way Clutch	Converter One-Way Clutch or Engine Driveability Concerns
R Only	High/Reverse, High Clutch, Low and Reverse Band/Servo	
2 Only	Intermediate Band/Servo	
1 Only	Low/Reverse Band/Servo	

Air Pressure Tests



Item	Part Number	Description
1		Reverse servo
2		Intermediate servo
3		Overdrive servo
4		Coast clutch
5		Forward clutch
6		Direct clutch
7		Reverse servo modulator

A no-drive or erratic shift condition may be due to inoperative bands and clutches. To diagnose these conditions a series of checks can be made by substituting air pressure for fluid to determine the location of the damaged or obstructed component.

Follow the procedure to determine the location of the inoperative clutch or band by substituting air pressure into the various test plate passages.

NOTE: Use only dry, regulated 276 kPa (40 psi) maximum air pressure.

1. Remove the main control valve body. Refer to Main Control Valve Body in this section.
2. Install the Transmission Test Plate and gasket. Tighten screws to 10 Nm (89 lb-in).
3. **NOTE:** Do not apply air to the test plate vent hole.

   Apply air to the appropriate clutch or servo port (refer to plate layout diagram). Refer to the Air Pressure Test Diagnostic Chart for conditions, possible causes and actions.
4. After the testing is completed, remove the Air Test Plate and Gasket and proceed with any repairs that are needed.
5. After the repairs are completed, install the Main Control Valve Body. Refer to Main Control Valve Body in this section.

Air Pressure Test Diagnostic Chart

Condition	Possible Causes	Actions
Dull thud heard or movement felt when air is applied and released	Clutches, bands and fluid passages are OK	Concerns may not be in the transmission. Check the Powertrain Control Module (PCM), wiring harness and non transmission related components.
No Drive	Clutches and bands inoperative	Disassemble the transmission, clean and inspect to locate area of concern.
Erratic Shifts	Clutches and bands inoperative due to incorrect pressures	Disassemble the transmission, clean and inspect to locate area of concern.
No dull thud heard	Clutches, bands and fluid passages may be damaged or obstructed	Disassemble the transmission, clean and inspect to locate area of concern.
No movement felt	Clutches, bands and fluid passages may be damaged or obstructed	Disassemble the transmission, clean and inspect to locate area of concern.
Hissing sound heard	Clutch seals or check ball may be damaged or leaking	Disassemble the transmission, clean and inspect to locate area of concern.
Servos do not operate	Seals and pistons may be damaged. Supply and release ports may be obstructed. Spring may be broken	Disassemble the transmission, clean and inspect to locate area of concern.
Multiple clutches are applied	Fluid passages in the center support or the clutch cylinders may be obstructed.	Disassemble the transmission, clean and inspect to locate area of concern. Check fluid passages in the center support for obstructions.

Leakage Inspection

Printable View (128 KB)

⚠ CAUTION: Do not try to stop the fluid leak by increasing the torque beyond specifications. This may cause damage to the case threads.

Use the following chart to inspect and correct any external transmission fluid leaks.

External Fluid Leaks

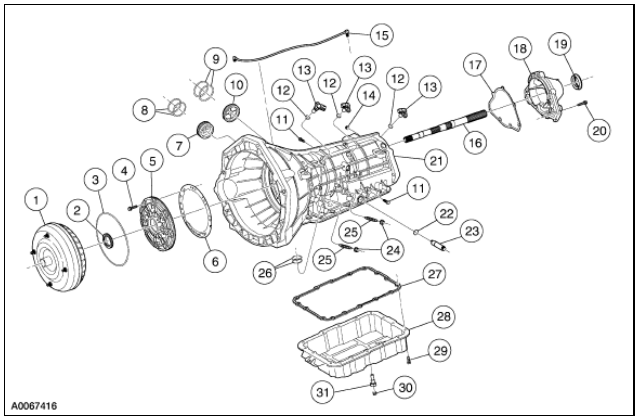
Description	Action
Leaks at the fluid pan to case	Tighten to specification or install a new gasket.
Filler plug leaks	Install a new plug
Fluid cooler lines or fittings leaking	Tighten to specification or install new fluid cooler tubes. Refer to Transmission Fluid Cooler in this section.
Fluid cooler line nut to case fittings leaking	Inspect for damaged or missing O-ring seals. Tighten to specification, install new fluid cooler tubes or install new O-ring seals. Refer to Transmission Fluid Cooler in this section.
Leaks at the fluid cooler	Inspect the fluid cooler for damage, if damaged install a new fluid cooler. Refer to Transmission Fluid Cooler in this section.
Leaks at the manual control lever seal	Install a new manual control lever seal.
Leaks at the solenoid body harness connector	Install a new solenoid body harness connector O-ring seal. Either on the harness end or the solenoid body.

External Sealing

The transmission has the following parts to prevent external fluid leakage:

- gaskets
- lip-type seals
- O-ring seals
- seal rings
- seal grommets
- thread sealant

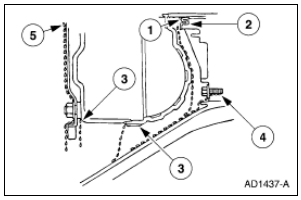
External Sealing



Item	Part Number	Description
1	7902	Torque converter assembly
2	7A248	Front pump fluid seal
3	7D441	Front pump fluid seal
4	W704892-S1300	Screw and washer assembly
5	7G187	Cover assembly fluid pump
6	7A136	Gasket front fluid pump
7	7D027	Overdrive servo cover
8	W703119-S300	Overdrive servo cover seal
9	W702969-S300	Intermediate servo cover seal
10	7D027	Intermediate servo cover
11	390318-S2	Pipe plug
12	W702981-S300	Speed sensor O-ring seal
13	7H103	Turbine shaft speed, intermediate shaft speed, and output shaft speed sensors
14	6026	Fluid fill access plug
15	7034	Vent assembly (4x2)
16	7060	Output shaft assembly
17	7086	Extension housing gasket
18	7A039	Extension housing
19	7052	Extension housing seal
20	W500311-S1427	Extension housing to case screw
21	7005	Case
22	7B498	Manual control lever seal
23	7C493	Manual control lever
24	3888307-S100	locking nut
25	7C492	Band adjuster lock screw
26	W705928-S300	Solenoid body connector O-ring seal
27	7A191	Fluid pan gasket
28	7A194	Fluid pan
29	W500213-S1309	Fluid pan screws
30	7A010	Fluid fill drain tube
31	W704999-S309	Short hex plug

Fluid Leakage in Torque Converter Area

In diagnosing and correcting fluid leaks in the front pump support and gear and torque converter area, use the following procedures to locate the exact cause of the leakage. Leakage at the front of transmission, as evidenced by fluid around the torque converter housing, may have several sources. By careful observation it is possible, in many instances, to pinpoint the source of leak before removing the transmission from the vehicle. The paths which the fluid takes to reach the bottom of the torque converter housing are shown in the illustration.



Leak Path	Symptom	Possible Source
1,2 and 4	Leak at front of trans	Pump lip seal
1,2 and 4	Leak at front of trans	Vent
1,2 and 4	Leak at front of trans	Converter hub weld
1,2 and 4	Leak at front of trans	External pump seal (large)
1,2 and 4	Leak at front of trans	Pump to case screws
1,2 and 4	Leak at front of trans	Pump gasket
3	Leak at front of trans	Torque converter seal weld
3	Leak at front of trans	Torque converter stud
5	Leak at front of trans	Engine oil leak; rear main seal
5	Leak at front of trans	Engine valve cover
5	Leak at front of trans	Oil galley
5	Leak at front of trans	Engine oil pressure sensor

Leak Check Test

Fluid soluble aniline or fluorescent dyes premixed at the rate of 2.5ml (1/2 teaspoon) of dye powder to 0.24L (1/2 pint) of automatic transmission fluid have proven helpful in locating the source of fluid leakage. Such dyes may be used to determine whether an engine fluid or transmission fluid leak is present. An ultraviolet light must be used to detect the fluorescent dye solution.

1. With the vehicle in NEUTRAL, position it on a hoist. Refer to Section 100-00 .
2. Loosen the fluid drain plug to allow the fluid to drip. Note the color of the fluid.
3. Tighten the drain plug.
4. Using a suitable nonflammable solvent clean off any fluid from the top and bottom of the torque converter housing, flexplate, case and the rear face of the engine and oil pan. Blow dry with compressed air.
5. Lower the vehicle.
6. Start and run the engine until the transmission reaches its normal operating temperature.

7. Observe the back of the cylinder block and the top of the torque converter housing for evidence of fluid leakage. Run the engine at fast idle, then at engine idle, occasionally shifting to the (D) and REVERSE.

8. With the vehicle in NEUTRAL, position it on a hoist. Refer to Section 100-00 .

9. Observe the front of the flexplate, back of the cylinder block, inside the torque converter housing and front of the case.

10. Continue to run the engine until fluid leakage is evident and the probable source of leakage can be determined.

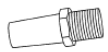
11. Lower the vehicle.

12. Turn the vehicle off.

13. If any leaks are evident repair as necessary.

Transmission Fluid Cooler Printable View (91 KB)

Special Tool(s)

 ST2581-A	Adapter, Fluid Level and Fill Plug 307-437

⚠ CAUTION: Whenever a transmission has been disassembled to install new parts, the installation of a new transmission fluid cooler must be installed and the transmission fluid cooler tubes must be cleaned and backflushed.

NOTE: Cleaning and backflushing the transmission fluid cooling system along with normal cleaning and inspection procedures, as outlined in this section during disassembly and reassembly, will keep contamination from re-entering the transmission and causing a repeat repair.

When internal wear or damage has occurred in the transmission, metal particles, clutch plate material, or band material may have been carried into the torque converter and transmission fluid cooler. These contaminants are a major cause of recurring transmission troubles and must be removed from the system before the transmission is put back in use.

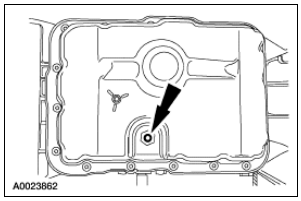
Transmission Fluid Cooler Flow Test

NOTE: The engine idle, transmission linkage/cable adjustment, fluid level and line pressure must be within specification before carrying out this test. For additional information on transmission linkage/cable adjustment, refer to Selector Lever Cable Adjustment in this section for adjustments. For additional information on engine idle diagnosis, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. For additional information on fluid level check, refer to Transmission Fluid Level Check in this section. For additional information on line pressure, refer to Special Testing Procedures in this section.

1. Place the transmission range selector lever into PARK.

2. With the vehicle in NEUTRAL position it on a hoist. For additional information, refer to Section 100-00 .

3. Prior to carrying out the Transmission Fluid Cooler Flow Test check to see if the vehicle is equipped with a in-line fluid filter. If the vehicle is equipped with a in-line fluid filter it must be removed and discarded prior to carrying out the Transmission Fluid Cooler Flow Test and any system flushing.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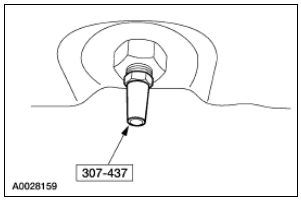
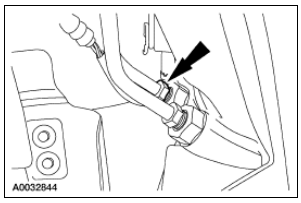
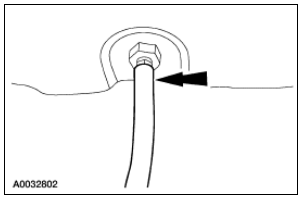
4. Using a 3/16 inch Allen key, hold the large drain plug with a wrench and remove the small (center) fluid level indicating plug.



5. Install the special tool into the pan.



6. Remove the cooler return line (upper line) from the fitting on the transmission case.



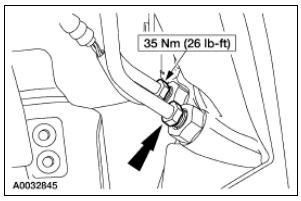
7. Connect one end of a clear hose to the cooler return line and route the other end of the hose to the special tool in the pan.

8. Lower the vehicle.

9. Start the engine and run it at idle.

10. With the engine running, the vehicle in PARK position it on a hoist. For additional information, refer to Section 100-00 .

11. Once a steady flow of fluid (without air bubbles) is observed, remove the hose from the special tool and place the hose in a measuring container for 15 seconds. After 15 seconds, place the hose back onto the special tool. Lower the vehicle and turn the engine off. Measure the amount of fluid in the container. If adequate flow is observed, approximately 208 ml (7 oz) will be in the measuring container. The test is now complete. Reconnect the cooler line and install the fluid fill plug.



12. Once an adequate flow has been established, install a new in-line fluid filter, if previously removed.

13. Once the fluid filter has been installed, check to see if fluid will flow out of the fluid filter.

14. If the flow is not liberal, disconnect the hose from the cooler return line and connect the hose to the cooler inlet (lower fitting) on the transmission case. Reconnect the cooler return line to the case (upper fitting).

15. Repeat Steps 8-10. If the flow is now approximately 208 ml (7 oz) in 15 seconds, the cooler lines and auxiliary cooler must be cleaned. For additional information, refer to Transmission Fluid Cooler Backflushing and Cleaning in this section. Carry out this entire test after carrying out the backflushing and cleaning procedure. If the flow is still not adequate after carrying out the backflushing and cleaning procedure, install new cooler lines and/or an auxiliary cooler. If the flow from the case is still not adequate after the installation of new cooler lines and/or an auxiliary cooler (208 ml 7 oz in 15 seconds) the pump and/or torque converter may be at fault. Carry out the appropriate procedures for diagnosis and repair in this section.

Diagnosis By Symptom Printable View (276 KB)

Special Tool(s)

ST2538-A	Air Test Plate, Transmission 307-433-01, 307-433-02, 307-433-03
ST1137-A	73 III Automotive Meter 105-R0057 or equivalent
	Trans Tester TR/MLP Overlay and Manual 007-00131 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation Star (NGS) Tester 418-F052 or equivalent
ST1632-A	MLP-TR Cable 418-F107 (007-00111) or equivalent
ST1389-A	Transmission Tester 307-F016 (007-00130) or equivalent
ST1565-A	Pressure Gauge, Transmission Fluid 307-004 (T57L-77820-A)
ST1300-A	UV Leak Detector Kit 164-R0756 or equivalent

The Diagnosis by Symptom Index gives the technician diagnostic information and direction, and suggests possible components, using a symptom as a starting point.

Diagnosis by Symptom Index Directions

1. Using the Symptom Index, select the Concern/Symptom that best describes the condition.

2. Refer to the routine indicated in the Diagnosis by Symptom Index.

3. Always begin diagnosis of a symptom with:
    1. Preliminary inspections.
    2. Verifications of condition.
    3. Checking the fluid levels.
    4. Carrying out other test procedures as directed.

4. **NOTE:** Not all concerns and conditions with electrical components will set a diagnostic trouble code (DTC). Be aware that the components listed may still be the cause.

NOTE: When the battery is disconnected or a new battery installed, certain transmission operating parameters can be lost. The powertrain control module (PCM) must relearn these parameters. During this learning process, you may experience slightly firm shifts, delayed, or early shifts. This operation is considered normal and will not affect the function of the transmission. Normal operation will return once these parameters are stored by the PCM.

Begin with the ROUTINE, if indicated. Follow the reference or action statements. Always carry out the on-board diagnostic tests as necessary. Never skip steps. Repair as necessary.

5. These components are listed in the removal sequence and by most probable cause. All components listed must be inspected to ensure correct repair.

Diagnosis by Symptom Index

Diagnosis by Symptom Index

5R55S	Routines
Engagement Concerns:	
• No Forward in D5 or D4 Only	201A
• No Forward Only (All Positions)	201B
• No Reverse Only	202
• Harsh Reverse Only	203
• Harsh Forward Only	204A
• Harsh Manual 1st Gear Only	204B
• Delayed/Soft Reverse Only	205
• Delayed/Soft Forward Only	206
• No Forward and No Reverse	207
• Harsh Forward and Harsh Reverse	208
• Delayed Forward and Delayed Reverse	209
Shift Concerns:	
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• Timing Concern	
Early/Late (Some/All)	211
Erratic/Hunting (Some/All)	212
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Soft/Slipping (Some/All)	213
Harsh (Some/All)	214
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• No First Gear in Manual 1st	216
• No Manual 2nd Gear	217
Torque Converter Clutch Operation Concerns:	
• Does Not Apply	240
• Always Applied/Stalls Vehicle	241
• Cycling/Shudder/Chatter	242
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• External Leaks	252
• Driveability Concerns	253
• Noise/Vibration Forward or Reverse	254
• Engine Will Not Crank	255
• No Park Range	256
• Transmission Overheating	257
• No Engine Braking in Manual 2nd Position	258
• No Engine Braking in Manual 1st Position	259
• Fluid Venting or Foaming	261
• Vehicle Movement with Gear Selector in "N"	262
• Slips/Chatters in Manual 1st Gear	263
• Slips/Chatters in Manual 2nd Gear	264
• No Engine Braking in Manual 3rd Position	280
• No Engine Braking in Manual 4th (D4)	281

Position	
• Slips/Chatters in Manual 3rd Gear	282
• Engine Braking in ALL Gears	283
• No 2nd and 5th Gears	284
• No 3rd, 4th and 5th gears	285

Diagnostic Routines

Engagement Concern: No Forward in D5 or D4 Only

Possible Component	Reference/Action
201A ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid B	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Main Control	
· Screw not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck or bore damaged	· If damaged or parts are missing, install a new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Center Support	
· Screw not tightened to specification	· Tighten to specification.
· Seal rings or bearing damaged	· Inspect for damage. Repair as necessary.
· Outside diameter of case bore damage	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.

· Return springs damaged	· Inspect for damage. Repair as necessary.
Forward Planetary Assembly	
· Planetary damage	· Inspect for damage. Repair as necessary.
Low One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Engagement Concern: No Forward

Possible Component	Reference/Action
201B ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid B	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to the correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out the Fluid Condition Check in this section.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Case	
· Damaged	· Inspect for damage. Repair as necessary.

Engagement Concern: No Reverse

Possible Component	Reference/Action
202 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid C (PC C), Shift Solenoid B (SSB)	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck, or bore damage	· If damaged or parts are missing, install a new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect or damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Reverse Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
Reverse Drum Assembly	
· One-way clutch damaged	· Inspect for damage. Install a new drum assembly.
· Bearing damaged	· Inspect for damage. Install a new drum assembly.

Engagement Concern: Harsh Reverse ONLY

Possible Component	Reference/Action
203 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid C (PC C)	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .

	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test, refer to procedure in this section. Follow pressure diagnosis and repair as required.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, spring damaged, misassembled, missing, stuck or bore damaged	· If damaged or parts are missing, install a new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Reverse Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
Reverse Drum Assembly	
· One-way clutch damaged	· Inspect for damage. Install a new drum assembly.
· Bearing damaged	· Inspect for damage. Install a new drum assembly.

Engagement Concern: Harsh Forward ONLY

Possible Component	Reference/Action
204A ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid A (PC A), Pressure Control Solenoid C (PC C)	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High Pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck or bore damaged	· If damaged or parts are missing, install a new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Center Support	
· Screw not tightened to specification	· Tighten to specification.
· Seal rings or bearing damage	· Inspect for damage. Repair as necessary.
· Outside diameter of case bore damage	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.

Engagement Concern: Harsh Manual 1st Gear ONLY

Possible Component	Reference/Action
204B ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid B (PC B), Turbine Shaft Speed (TSS) sensor	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.

Engagement Concern: Delayed or Soft Reverse ONLY

Possible Component	Reference/Action
205 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid C (PC C)	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect pressures	
· Low pressure	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck or bore damaged	· If damaged or parts are missing, install a new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Reverse Servo	
	· Inspect for damage. Repair as necessary.

· Servo retaining ring damaged	
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.

Engagement Concern: Delayed/Soft Forward ONLY

Possible Component	Reference/Action
206 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid B (PC B)	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· Low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, spring damaged, misassembled, missing, stuck or bore damaged	· If damaged or parts are missing, install a new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged.	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Center Support	
· Screw not tightened to specification	· Tighten to specification.
· Seal rings or bearing	· Inspect for damage. Repair as necessary.

damaged	
· Outside diameter of case bore damage	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction element damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.

Engagement Concern: No Forward and No Reverse

Possible Component	Reference/Action
207 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoid B (PC B)	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust to the correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.
Shift Cable/Digital TR Sensor	
· Cable system or digital TR sensor damaged, misaligned	· Inspect and repair as necessary. Refer to Transmission Range (TR) Sensor Adjustment or Selector Lever Cable Adjustment in this section.
Main Control	
· Screws not tightened to specification	· Tighten screws to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Input Shaft	
· Damaged	· Inspect for damage. Repair as necessary.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.

· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
OD Planetary Assembly	
· Planetary damaged	· Inspect for damage. Repair as necessary.
Center Shaft Assembly	
· Damaged. One-way clutch damaged	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Forward Planetary Assembly	
· Planetary damaged	· Inspect for damage. Repair as necessary.
Reverse Planetary Assembly	
· Planetary damaged	· Inspect for damage. Repair as necessary.
Output Shaft	
· Damage	· Inspect for damage. Repair as necessary.
Torque Converter	
· Damaged flexplate or adapter plate	· Inspect for damage. Carry out the Torque Converter Diagnosis, refer to Torque Converter Diagnosis in this section. Repair as necessary.
· Damaged impeller hub	
· Damaged turbine hub	
Direct One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Engagement Concern: Harsh Forward and Harsh Reverse

Possible Component	Reference/Action
208 ROUTINE	
Powertrain Control System	
· PCM, vehicle wring harnesses, digital TR sensor, Transmission Fluid (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test B and Go To Pinpoint Test C .

	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust to the correct level. For additional information, refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. For additional information, refer to Preliminary Inspection .
Incorrect Pressures	
· High pressures.	· Check line pressure at line and PC C taps.
	· Carry out Line Pressure Test, refer to Special Testing Procedures in this section. Follow pressure diagnosis and repair as required.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.

Engagement Concern: Delayed Forward and Delayed Reverse

Possible Component	Reference/Action
209 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test B .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust to the correct level. For additional information, refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. For additional information, refer to Preliminary Inspection .
Incorrect Pressures	
· High pressures	· Check line pressure at line and PC C taps.

	· Carry out Line Pressure Test, refer to Special Testing Procedures in this section. Follow pressure diagnosis and repair as required.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves and springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install a new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file, or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.

Shift Concern: Some/All Shifts Missing (Automatic Mode Only)

Possible Component	Reference/Action
210 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, B, C, Torque Converter Clutch (TCC) solenoid, Pressure Control Solenoids A, B, C, Output Shaft Speed (OSS) sensor, digital TR sensor, IAT sensor, VSS input	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM, IAT, and VSS.
	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Some Shifts Missing ONLY	
	· If only some shifts are missing, determine which shift(s) is missing.
	· Refer to the following routine(s) for further No Shift concerns: ♦ No 1-2 Shift, Routine 220 ♦ No 2-3 Shift, Routine 221 ♦ No 3-4 Shift, Routine 222 ♦ No 4-5 Shift, Routine 270

	♦ No 5-4 Shift, Routine 271 ♦ No 4-3 Shift, Routine 223 ♦ No 3-2 Shift, Routine 224 ♦ No 2-1 Shift, Routine 225
Fluid	
· Incorrect level	· Adjust fluid to correct level, refer to the in this section.
· Condition	· Carry out Fluid Condition Check. For additional information, refer to Preliminary Inspection in this section.
Shift Cable/Digital TR Sensor	
· Cable system or digital TR sensor damaged, misaligned	· Inspect and repair as necessary. For additional information, refer to Transmission Range (TR) Sensor Adjustment or Selector Lever Cable Adjustment in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
OD Planetary Assembly	
· Planetary damaged	· Inspect for damage. Repair as necessary.
Center Support	
· Screw not tightened to specification	· Tighten to specification.
· Seal rings or bearing damaged	· Inspect for damage. Repair as necessary.
· Outside diameter of case bore damaged	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.

· Return springs damaged	· Inspect for damage. Repair as necessary.

Shift Concern: Timing Concerns Early/Late

Possible Component	Reference/Action
211 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Output Shaft Speed (OSS) sensor, IAT sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM and IAT.
	· Go To Pinpoint Test E .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Some Shifts Early/Late ONLY	
	· If only some shifts are early/late, determine which shift(s) is missing.
	· Refer to the following routine(s) for further No Shift concerns: ♦ Soft/Slipping 1-2 Shift, Routine 226 ♦ Soft/Slipping 2-3 Shift, Routine 227 ♦ Soft/Slipping 3-4 Shift, Routine 228 ♦ Soft/Slipping 4-5 Shift, Routine 272 ♦ Soft/Slipping 5-4 Shift, Routine 273 ♦ Soft/Slipping 4-3 Shift, Routine 229 ♦ Soft/Slipping 3-2 Shift, Routine 230 ♦ Soft/Slipping 2-1 Shift, Routine 221
Fluid	
· Incorrect level	· Adjust to the correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.

	· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: Timing Concerns Erratic/Hunting (Some/All)

Possible Component		Reference/Action
212 ROUTINE		
Powertrain Control System		
	· PCM, vehicle wiring harnesses, Output Shaft Speed (OSS) sensor, IAT sensor	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM and IAT.
		· Go To Pinpoint Test E .
		· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid		
	· Incorrect level	· Adjust to the correct level. Refer to Transmission Fluid Level Check in this section.
	· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.
Main Control		
	· Screws not tightened to specification	· Tighten to specification.
	· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
	· Contamination	· Disassemble and clean.
	· Valve, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Further Diagnosis		
	· For further diagnosis for timing issues, refer to Reference/Actions	· Refer to the following routine(s) for specific diagnosis: • No 1-2 Shift, Routine 220 • No 2-3 Shift, Routine 221 • No 3-4 Shift, Routine 222 • No 4-5 Shift, Routine 270 • No 5-4 Shift, Routine 271 • No 4-3 Shift, Routine 223 • No 3-2 Shift, Routine 224 • No 2-1 Shift, Routine 225 • Soft/Slip 1-2 Shift, Routine 226 • Soft/Slip 2-3 Shift, Routine 227 • Soft/Slip 3-4 Shift, Routine 228 • Soft/Slip 4-5 Shift, Routine 272 • Soft/Slip 5-4 Shift, Routine 273 • Soft/Slip 4-3 Shift, Routine 229 • Soft/Slip 3-2 Shift, Routine 230 • Soft/Slip 2-1 Shift, Routine 231

		• Harsh 1-2 Shift, Routine 232 • Harsh 2-3 Shift, Routine 233 • Harsh 3-4 Shift, Routine 234 • Harsh 4-5 Shift, Routine 274 • Harsh 5-4 Shift, Routine 275 • Harsh 4-3 Shift, Routine 235 • Harsh 3-2 Shift, Routine 236 • Harsh 2-1 Shift, Routine 237

Engagement Concern: Feel Soft/Slipping (Some/All)

Possible Component	Reference/Action
213 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, B, C, Pressure Control Solenoids A, B, C, D, Intermediate Shaft Speed sensor, Transmission Fluid Temperature (TFT) sensor, IAT Sensor, VSS input	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM, IAT, and VSS.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Some Shifts Soft/Slipping ONLY	
	· If only some of the shifts are soft/slipping, determine which shift(s) is missing.
	· Refer to the following routine(s) for further Soft/Slipping concerns: ♦ Soft/Slipping 1-2 Shift, Routine 226 ♦ Soft/Slipping 2-3 Shift, Routine 227 ♦ Soft/Slipping 3-4 Shift, Routine 228 ♦ Soft/Slipping 4-5 Shift, Routine 272 ♦ Soft/Slipping 5-4 Shift, Routine 273 ♦ Soft/Slipping 4-3 Shift, Routine 229 ♦ Soft/Slipping 3-2 Shift, Routine 230 ♦ Soft/Slipping 2-1 Shift, Routine 231
Fluid	
· Incorrect level	· Adjust to the correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.

· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Coast Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Center Support	
· Screw not tightened to specification	· Tighten to specification.
· Seal rings or bearings damaged	· Inspect for damage. Repair as necessary.
· Outside diameter of case bore damage	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.

Reverse Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Case	
· Damaged	· Inspect for damage. Repair as necessary.

Shift Concern: Feel Harsh (Some/All)

Possible Component	Reference/Action
214 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, B, C, Pressure Control Solenoids A, B, C, D, Intermediate Shaft Speed sensor, digital TR sensor, Transmission Fluid Temperature (TFT) sensor, IAT sensor, VSS input	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM, IAT, and VSS.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Some Shifts Harsh ONLY	
	· If only some of the shifts are harsh, determine which shift(s) is missing.
	· Refer to the following routine(s) for further No Shift concerns: ♦ Harsh 1-2 Shift, Routine 232 ♦ Harsh 2-3 Shift, Routine 233 ♦ Harsh 3-4 Shift, Routine 234 ♦ Harsh 4-5 Shift, Routine 274 ♦ Harsh 5-4 Shift, Routine 275 ♦ Harsh 4-3 Shift, Routine 235 ♦ Harsh 3-2 Shift, Routine 236 ♦ Harsh 2-1 Shift, Routine 237
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test, refer to Special Testing Procedures in this section. Follow pressure diagnosis and repair as required.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.

· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Input Shaft	
· Damaged	· Inspect for damage. Install new as necessary.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Center Shaft Assembly	
· Center shaft assembly damaged	· Inspect for damage. Repair as necessary.
· One-way clutch damaged	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Reverse Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Output Shaft	
· Damaged	· Inspect for damage. Install new as necessary.
Case	
· Damaged	· Inspect for damage. Repair as necessary.

Shift Concern: No 1st and 2nd Gear in Drive, Engages in a Higher Gear

Possible Component	Reference/Action
215 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, B, C, digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A and Go To Pinpoint Test C .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check which pressures are on at line and PC C taps.
	· Refer to the Band/Clutch Chart in this section to determine which gears are on. Follow the diagnostic routines to repair the missing gears.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file, or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct One-way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.
Low One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Engagement Concern: No 1st Gear in Manual 1 Position

Possible Component	Reference/Action
216 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, B, Pressure Control Solenoids B, C	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A and Go To Pinpoint Test D .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Planetary Assembly	
· Planetary damaged	· Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.
Low One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Shift Concern: No 2nd Gear in Manual 2 Position

Possible Component	Reference/Action
217 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, B, C, Pressure Control Solenoid B	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A and Go To Pinpoint Test D .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.

Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification.	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck or bore damaged	· If damaged or parts are missing, install a new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.
Low One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Torque Converter Operation Concerns: Does Not Apply

Possible Component	Reference/Action
240 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Torque Converter Clutch (TCC) solenoid, Transmission Fluid Temperature (TFT) sensor and Engine Coolant Temperature (ECT) sensor	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A and Go To Pinpoint Test B .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing

	Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Torque Converter Assembly	
· Torque Converter internal failure preventing engagement, piston application	· Remove transmission. Inspect for damage. Carry out Torque Converter checks, refer to Torque Converter Diagnosis in this section. If the torque converter fails to pass the checks or is damaged, install a new or remanufactured torque converter.

Torque Converter Operation Concern: Always Applied/Stalls Vehicle

Possible Component	Reference/Action
241 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Torque Converter Clutch (TCC) solenoid	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
· Low one-way clutch	· Inspect for damage. Repair as necessary.

Torque Converter Assembly	
· Torque Converter internal failure preventing engagement, piston release	· Remove transmission. Inspect for damage. Carry out Torque Converter checks, refer to Torque Converter Diagnosis in this section. If the torque converter fails to pass the checks or is damaged, install a new or remanufactured torque converter.

Torque Converter Operation Concern: Cycling/Shudder/Chatter

Possible Component	Reference/Action
242 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Torque Converter Clutch (TCC) solenoid	· Carry out on-board diagnostic tests. For additional information, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A .
	· Repair as necessary. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Condition contaminated, degraded	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section. If contaminated, locate source of contamination. If burnt, inspect mechanical bands, clutches. Repair as necessary. Change fluid. Carry out drain and refill procedure. Refer to Transmission Fluid Drain and Refill Without Torque Converter Drain Plug in this section. Carry out fluid cooler and torque converter cleaning procedure. For additional information, refer to Transmission Fluid Cooler Backflushing and Cleaning in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Torque Converter Assembly	
· Torque converter internal leakage, clutch material damaged	· Remove transmission. Inspect for damage. Carry out torque converter checks, refer to Torque Converter Diagnosis in this section. If torque converter fails to pass the checks or is damaged, install a new or remanufactured converter.

Other Concerns: Shift Lever Efforts High

Possible Component	Reference/Action
251 ROUTINE	
Powertrain Control System	

· PCM, vehicle wiring harnesses, digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test C .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Shift Cable, Digital TR sensor	
· Cable system or digital TR sensor damaged, misaligned	· Inspect and repair as necessary. For additional information, refer to Transmission Range (TR) Sensor Adjustment or Selector Lever Cable Adjustment in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Case	
· Manual control lever assembly damage, manual valve inner lever pin bent, manual valve inner lever damaged, spring rod damaged	· Inspect for damage. If damaged, install a new part.
· Manual valve lever shaft retaining pin damaged	· Inspect for damage. If damaged, repair as necessary.

Other Concerns: External Leaks

Possible Component	Reference/Action
252 ROUTINE	
Powertrain Control System	
· Output Shaft Speed (OSS) sensor, Intermediate Shaft Speed, Turbine Shaft Speed (TSS) sensor, digital TR sensor	· Inspect for leakage. If areas around sensor show signs of leakage, install a new sensor O-ring seal. If area behind digital TR sensor shows signs of a leak, a new manual lever shaft seal may need to be installed.
Fluid	
· Incorrect level	· Adjust to correct level. Refer to Transmission Fluid Level Check in this section.
Case	
· Case vent damaged	· Inspect for damage. If damaged, repair as necessary.
Seals/Gaskets	
· Leakage at gaskets, seals, etc.	· Refer to Leakage Inspection in this section for potential leak locations.
	· Remove all traces of lubricant on exposed surfaces of the transmission. Check vent for free breathing. Operate the vehicle at normal temperatures and carry out leak check test, refer to Leakage Inspection in this section. Repair as necessary.

Other Concern: Vehicle Driveability

Possible Component	Reference/Action
253 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, B, C, Pressure Control Solenoids A, B, C, Output Shaft Speed (OSS) sensor, Turbine Shaft Speed (TSS) sensor, Transmission Fluid Temperature (TFT) sensor, digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust to correct level. Refer to Transmission Fluid Level Check in this section.
Input Shaft	
· Damaged	· Inspect for damage. Repair as necessary.
Center Shaft Assembly	
· Damaged. One-way clutch damaged	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Piston check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Torque Converter Assembly	
· Torque converter one-way clutch slipping	· Carry out torque converter one-way clutch check, refer to Torque Converter One-Way Clutch Check in this section. If one-way clutch fails the check, install a new or remanufactured torque converter.
· Incorrect torque converter used in rebuild	· Inspect for correct torque converter assembly. If not correct, install the correct torque converter for this application.

Other Concern: Noise/Vibration Forward or Reverse

Possible Component	Reference/Action
254 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Torque Converter Clutch (TCC) solenoid, Pressure	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis

Control Solenoids A, B, C	and testing of the PCM.
	· Go To Pinpoint Test A and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Low One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.
Flexplate or Adapter Plate	
· Damaged	· Inspect for damage. Repair as necessary.
· Adapter plate not aligned correctly	· Remove transmission and using special service tool and procedure in this section, align adapter plate.

Other Concern: Engine Will Not Crank

Possible Component	Reference/Action
255 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test C .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Shift Cable/Digital TR Sensor	
· Cable or digital TR Sensor damaged, misaligned	· Inspect and repair as necessary. For additional information, refer to Transmission Range (TR) Sensor Adjustment or Selector Lever Cable Adjustment in this section.
Main Control/Park System/TR Sensor Alignment	
· Detent spring, rooster comb, manual lever and TR sensor are not correctly aligned together.	· Disconnect TR sensor electrical connector. Remove outer manual lever nut. Loosen TR sensor screws. Loosen detent spring screw. Move manual lever through all gear ranges. Place manual lever into the NEUTRAL position. Tighten the detent spring screw to correct specification. Install TR sensor alignment tool. Tighten the TR sensor screws alternating sequence until correct tightening specification is obtained. Remove tool. Install outer manual lever and nut. Tighten nut to correct specification. Install TR sensor connector. Verify that the vehicle will start in PARK and NEUTRAL. Verify that the reverse backup lamps illuminate in REVERSE.

Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Flexplate or Adapter Plate	
· Damaged	· Inspect for damage. Repair as necessary.

Other Concern: No Park Range

Possible Component	Reference/Action
256 ROUTINE	
Shift Cable/Digital TR sensor	
· Cable system or digital TR sensor damaged, misaligned	· Inspect and repair as necessary. For additional information, refer to Transmission Range (TR) Sensor Adjustment or Selector Lever Cable Adjustment in this section.
Case	
· Manual control lever assembly damage, manual valve inner lever pin bent, manual valve inner lever damaged, spring rod damaged	· Inspect for damage. If damaged, repair as necessary.
· Manual valve lever shaft retaining pin damaged	· Inspect for damage. If damaged, repair as necessary.
Park System	
· Park gear, parking pawl, parking pawl return spring, park or guide plate, parking actuating rod, parking pawl shaft, manual lever, manual lever detent spring damaged or misassembled	· Inspect for damage. If damaged, repair as necessary.
· External linkages/brackets damaged	· Inspect for damage. If damaged, repair as necessary.

Other Concern: Transmission Overheating

Possible Component	Reference/Action

257 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Torque Converter Clutch (TCC) solenoid, Pressure Control Solenoids A, B, C, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust to correct level. Refer to Transmission Fluid Level Check in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged, thermostatic bypass valve damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Case	
· Case vent damaged	· Inspect for damage. If damaged, repair as necessary.
Torque Converter Assembly	
· Seized torque converter one-way clutch	· Remove transmission. Inspect for damage. Carry out torque converter checks, refer to the Torque Converter Diagnosis in this section. If torque converter fails to pass the checks or is damaged, install a new or remanufactured converter.
· Excessive slip detected	
Other	
· Restriction in the transmission cooling system	· Refer to Transmission Cooling in this section for information and diagnosis of cooling issues.
· Excessive trailer tow load	· Refer to the owner guide for specifications on trailer towing.
· Engine driveability concerns	· Check engine. Refer to Section 303-00 .

Other Concern: No Engine Braking in Manual 3rd Position

Possible Component	Reference/Action
280 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, shift solenoids A, B, C, reverse pressure (RP) switch, pressure control solenoids A, B	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to correct level. Refer to Transmission Fluid Level Check in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Coast Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Center Support	
· Screw not tightened to specification	· Tighten to specification.

· Seals rings or bearing damaged	· Inspect for damage. Repair as necessary.
· Outside diameter of case bore damaged	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Low One-Way Clutch	
· Worn, damaged, or assembled incorrectly	· Inspect for damage. Repair as necessary.

Other Concern: No Engine Braking in Manual 4th (D) Position

Possible Component	Reference/Action
281 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid D, Reverse Pressure (RP) switch, Pressure Control Solenoid B	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to correct level. Refer to Transmission Fluid Level Check in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.

· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Coast Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.

Other Concerns: No Engine Braking in Manual 2nd Position

Possible Component	Reference/Action
258 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, C, D, Pressure Control Solenoid A	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to correct level. Refer to Transmission Fluid Level Check in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Reverse Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.

Other Concern: No Engine Braking in Manual 1st Position

Possible Component	Reference/Action
259 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoids A, C, D, Pressure Control Solenoids A, B	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to the correct level, refer to Transmission Fluid Level Check in this section.
Incorrect pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
Coast Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Reverse Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.

Other Concerns: Fluid Venting/Foaming

Possible Component	Reference/Action

261 ROUTINE	
Fluid	
· Incorrect level	· Adjust fluid to correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Case	
· Case vent damaged	· Inspect for damage. If damaged, repair as necessary.
Other	
· Transmission overheating	· Refer to 257 routine in this section.

Other Concern: Vehicle Movement with Gear Selector in "N" Position

Possible Component	Reference/Action
262 ROUTINE	
Fluid	
· Incorrect level	· Adjust fluid to correct level. Refer to Transmission Fluid Level Check in this section.
Shift Cable/Digital TR sensor	
· Cable system or digital TR sensor damaged, misaligned	· Inspect and repair as necessary. For additional information, refer to Transmission Range (TR) Sensor Adjustment or Selector Lever Cable Adjustment in this section.
Incorrect pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Case	
· Manual control lever assembly damage, manual valve inner lever pin bent, manual valve inner lever damaged, spring rod damaged	· Inspect for damage. If damaged, repair as necessary.

	· Manual valve lever shaft retaining pin damaged	· Inspect for damage. If damaged, repair as necessary.

Other Concern: Slips/Chatters in Manual 1st Position

Possible Component	Reference/Action
263 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoids A, B	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to the correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
	· Inspect for mislocation, poor seating, damage. Install a new cylinder.

· Check ball damaged, missing, not seating, off location	
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Reverse Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
Direct One-way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.
Low One-way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Other Concern: Slips/Chatters in Manual 2nd Position

Possible Component	Reference/Action
264 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoids A, B	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to the correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.

· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
OD Planetary Assembly	
· Planetary damaged	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Reverse Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Reverse Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
Low One-way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Other Concern: Slip/Chatters in Manual 3rd Position

Possible Component	Reference/Action
282 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoids A, B	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to the correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.

Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Direct One-way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.
Low One-way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Other Concern: Engine Braking in ALL Gears

Possible Component	Reference/Action
283 ROUTINE	

Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid D	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
No Hydraulic/Mechanical Concerns	

Other Concern: No 2nd and 5th Gears

Possible Component	Reference/Action
284 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoids B, C	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.

Other Concern: No 3rd, 4th and 5th Gears

Possible Component	Reference/Action
285 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Pressure Control Solenoids A, B	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid Pump Assembly	
· Screws not tightened to specification	· Tighten screws to specification.
· Gasket damaged	· Inspect for damage. If damaged, install a new gasket.
· Porosity, cross leaks, ball missing, plugged hole	· Inspect for damage. If damaged, repair as necessary.
· Pump gears cracked and/or seized	· Inspect for damage. Install a new pump.
· Flow control valves, springs, or seals damaged, stuck or not assembled correctly	· Inspect for damage. Install a new seal or flow control valve.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.

OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
OD Planetary Assembly	
· Planetary damaged	· Inspect for damage. Repair as necessary.

Shift Concern: Harsh 1-2 Shift

Possible Component	Reference/Action
232 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Control Solenoid C, Pressure Control Solenoids B, Turbine Shaft Speed (TSS) sensor, Digital TR sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.

· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.

Shift Concern: Harsh 2-3 Shift

Possible Component	Reference/Action
233 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Control Solenoid B, Pressure Control Solenoids A, Turbine Shaft Speed (TSS) sensor, Intermediate Shaft Speed sensor, Digital TR sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.

· Return springs damaged	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct One-way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Shift Concern: Harsh 3-4 Shift

Possible Component	Reference/Action
234 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Control Solenoid A, Pressure Control Solenoids C, Digital TR sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Center Support	
· Screws not tightened to specification	· Tighten to specification.
· Seal rings or bearing damaged	· Inspect for damage. Repair as necessary.
· Outside diameter of case bore damaged	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.

· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.

Shift Concerns: Harsh 4-5 Shift

Possible Component	Reference/Action
274 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Turbine Shaft Speed (TSS) sensor, Digital TR sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seal (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: Harsh 5-4 Shift

Possible Component	Reference/Action
275 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Control Solenoid C, Pressure Control Solenoid C, Turbine Shaft Speed (TSS) sensor, Digital TR sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
· Worn , damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Shift Concern: Harsh 4-3 Shift

Possible Component	Reference/Action
235 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid A, Pressure Control Solenoid A, digital TR sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.

	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves, springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: Harsh 3-2 Shift

Possible Component	Reference/Action
236 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Control Solenoid C, Pressure Control Solenoid B, Turbine Shaft Speed (TSS) sensor, Intermediate Shaft Speed sensor, Digital TR sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.

Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: Harsh 2-1 Shift

Possible Component	Reference/Action
237 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Control Solenoid C, Pressure Control Solenoid B, Turbine Shaft Speed (TSS) sensor, Digital TR sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.

	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct Clutch One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Shift Concern: No 1-2 Shift

Possible Component	Reference/Action
220 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Output Shaft Speed (OSS) sensor, Digital TR sensor, VSS input	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM and VSS.
	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust to correct level. Refer to Transmission Fluid Level Check in this section.
Incorrect Pressures	

· High/low pressures	· Check pressure at line and PC C taps. Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
OD Planetary Assembly	
· Planetary damaged	· Inspect for damage. Repair as necessary.

Shift Concern: No 2-3 Shift

Possible Component	Reference/Action
221 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid B, Torque Converter Clutch (TCC) solenoid, Pressure Control Solenoid A, Output Shaft Speed (OSS) sensor, Digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled,	· If damaged or parts are missing, install new main control

missing, stuck, or bore damaged	assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball, damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: No 3-4 Shift

Possible Component	Reference/Action
222 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid A, Pressure Control Solenoid C, Output Shaft Speed (OSS) sensor, Digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Center Support	

· Screws not tightened to specification	· Tighten to specification.
· Seal rings or bearing damaged	· Inspect for damage. Repair as necessary.
· Outside diameter of case bore damaged	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for mislocation, poor seating, damage. Install a new cylinder.

Shift Concern: No 4-5 Shift

Possible Component	Reference/Action
270 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Output Shaft Speed (OSS) sensor, Digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
· Transmission Control Switch (TCS)	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
	· For TSC diagnosis, refer to Transmission Selector Cable in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.

· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: No 5-4 Shift

Possible Component	Reference/Action
271 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid C, Output Shaft Speed (OSS) sensor, digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
· Transmission Control Switch (TCS)	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
	· For TSC diagnosis, refer to Transmission Selector Cable in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.

Shift Concern: No 4-3 Shift

Possible Component	Reference/Action
223 ROUTINE	

Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid A, B, Pressure Control Solenoid A, Output Shaft Speed (OSS) sensor, digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: No 3-2 Shift

Possible Component	Reference/Action
224 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Output Shaft Speed (OSS) sensor, digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.

Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.

Shift Concern: No 2-1 Shift

Possible Component	Reference/Action
225 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Output Shaft Speed (OSS) sensor, Digital TR sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test C , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone,

damaged	file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Forward Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: Soft/Slipping 1-2 Shift

Possible Component	Reference/Action
226 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Transmission Fluid Temperature (TFT) sensor, VSS input	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Fluid	
· Incorrect level	· Adjust fluid to correct level. Refer to Transmission Fluid Level Check in this section.
· Condition	· Carry out Fluid Condition Check. Refer to Preliminary Inspection in this section.
Incorrect Pressures	
· High/low pressures	· Check pressure at line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may

	result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: Soft/Slipping 2-3 Shift

Possible Component	Reference/Action
227 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid A, Pressure Control Solenoid A, Intermediate Shaft Speed sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valve/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Shift Concern: Soft/Slipping 3-4 Shift

Possible Component	Reference/Action
228 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid A, Pressure Control Solenoid C, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Center Support	
· Screw not tightened to specification	· Tighten to specification.
· Seal rings or bearing damaged	· Inspect for damage. Repair as necessary.
· Outside diameter of case bore damaged	· Inspect for damage. Repair as necessary.
· Support damaged or leaking	· Inspect for damage. Repair as necessary.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.

Shift Concern: Soft/Slipping 4-5 Shift

Possible Component	Reference/Action
272 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: Feel Soft/Slipping 5-4 Shift

Possible Component	Reference/Action
273 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid C, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	

· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
Direct Clutch Assembly	
· Seals, piston damaged	· Inspect for damage. Repair as necessary.
· Check ball damaged, missing, not seating, off location	· Inspect for mislocation, poor seating, damage. Install a new cylinder.
· Friction elements damaged or worn	· Inspect for damage. Repair as necessary.
· Return springs damaged	· Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Shift Concern: Feel Soft/Slipping 4-3 Shift

Possible Component	Reference/Action
229 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid A, Pressure Control Solenoid A, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.

Intermediate Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
Intermediate Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.

Shift Concern: Soft/Slipping 3-2 Shift

Possible Component	Reference/Action
230 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Intermediate Shaft Speed sensor, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , Go To Pinpoint Test D and Go To Pinpoint Test E .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.
OD Servo	
· Servo retaining ring damaged	· Inspect for damage. Repair as necessary.
· Seals (piston and cover) damaged	· Inspect for damage. Repair as necessary.
OD Band	
· Band damaged	· Inspect for damage. Repair as necessary.
· Servo worn or damaged	· Inspect for damage. Repair as necessary.
· Not adjusted correctly	· Inspect for damage. Repair as necessary.
Direct One-Way Clutch	
· Worn, damaged or assembled incorrectly	· Inspect for damage. Repair as necessary.

Shift Concern: Feel Soft/Slipping 2-1 Shift

Possible Component	Reference/Action
231 ROUTINE	
Powertrain Control System	
· PCM, vehicle wiring harnesses, Shift Solenoid C, Pressure Control Solenoid B, Transmission Fluid Temperature (TFT) sensor	· Carry out on-board diagnostic tests. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.
	· Go To Pinpoint Test A , Go To Pinpoint Test B , and Go To Pinpoint Test D .
	· Repair as required. Clear DTCs, road test and rerun on-board diagnostic test.
Incorrect Pressures	
· High/low pressures	· Check pressure at Line and PC C taps.
	· Carry out Line Pressure Test. Refer to Special Testing Procedures in this section.
Main Control	
· Screws not tightened to specification	· Tighten to specification.
· Separator plate damaged	· Inspect for damage. If damaged, install a new separator plate.
· Contamination	· Disassemble and clean.
· Valves/springs damaged, misassembled, missing, stuck, or bore damaged	· If damaged or parts are missing, install new main control assembly. If misassembled, reassemble correctly. DO NOT stone, file or sand valves. This will remove the anodized finish and may result in further main control or transmission damage.

Transmission Cooling

Printable View (10 KB)

⚠ CAUTION: Whenever a transmission has been disassembled to install new parts, the transmission fluid cooler must be replaced and the transmission fluid cooler tubes must be cleaned and backflushed.

NOTE: Cleaning and backflushing the transmission fluid cooling system, along with normal cleaning and inspection procedures as outlined in this section during disassembly and reassembly, will keep contamination from reentering the transmission and causing a repeat repair.

When internal wear or damage has occurred in the transmission, metal particles, clutch plate material, or band material may have been carried into the torque converter and transmission fluid cooler. These contaminants are a major cause of recurring transmission troubles and must be removed from the system before the transmission is put back in use.

Inspection and Verification

When fluid leakage is found in the fluid cooler, install a new fluid cooler.

When there is evidence of transmission assembly or fluid contamination due to the following transmission failure modes, install a new fluid cooler.

- major metallic failure
- multiple clutches or clutch plate failure
- sufficient component wear which results in metallic contamination

Symptom Chart

Symptom Chart

External Controls Printable View (138 KB)

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent

Inspection and Verification

1. Verify the customer concern by operating the transmission external control.
2. Visually inspect for obvious signs of mechanical and electrical damage. For additional information, refer to the following chart:

   Visual Inspection Chart

Mechanical	Electrical
• Shift lock actuator • Transmission control switch (TCS) • SST (+/-) switches • Shift cable and bracket • Park sense switch	• Central junction box (CJB) Fuse: ♦ 204 (5A) ♦ 205 (5A) • Damaged wiring harness • Loose or corroded connections • Powertrain control module (PCM)

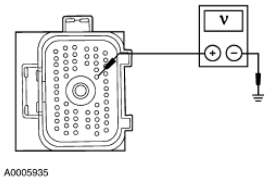
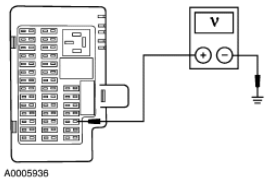
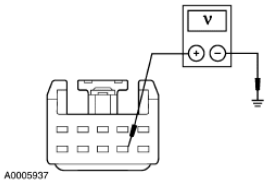
3. If the concern is not visually evident, determine the symptom. GO to Symptom Chart .

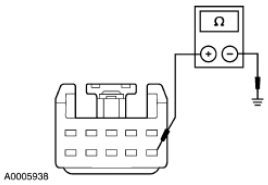
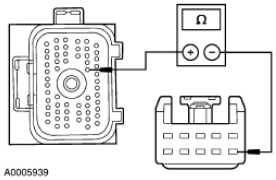
Symptom Chart

SYMPTOM CHART
Pinpoint Tests

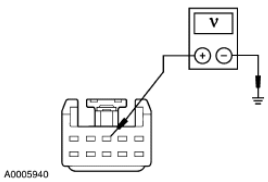
PINPOINT TEST H: OVERDRIVE CANCEL SWITCH NOT WORKING

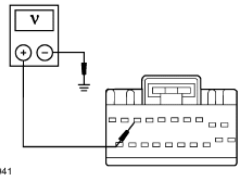
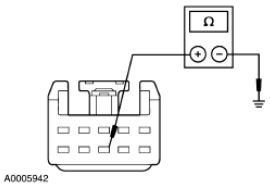
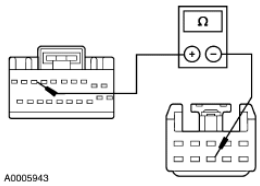
Test Step	Result / Action to Take
H1 CHECK INPUT TO PCM	

• Key in OFF position. • Disconnect: PCM C175a. • Key in ON position. • Measure the voltage between PCM C175a pin 41, circuit 8-TA21 (WH/GN), harness side and ground.  A0005935 • **Is the voltage greater than 10 volts?**	**Yes** REFER to Section 413-00 . **No** GO to H2 .
H2 CHECK FOR VOLTAGE TO FUSE 205 (5A)	
• Key in ON position. • Measure the voltage between primary junction box fuse 205 (5A) input pin and ground.  A0005936 • **Is the voltage greater than 10 volts?**	**Yes** GO to H3 . **No** REPAIR the circuit. TEST the system for normal operation.
H3 CHECK FOR VOLTAGE INPUT TO THE SHIFTER	
• Key in OFF position. • Disconnect: Transmission Shift Selector C307. • Key in ON position. • Measure the voltage between transmission shift selector C307 pin 7, circuit 15-TA21 (GN/BK), harness side and ground.  A0005937 • **Is the voltage greater than 10 volts?**	**Yes** GO to H4 . **No** REPAIR circuit 15-DA5 (GN/OG) or 15-TA21 (GN/BK). TEST the system for normal operation.
H4 CHECK CIRCUIT 8-TA21 (WH/GN) FOR SHORT TO GROUND	
• Disconnect: PCM C175a. • Disconnect: Transmission Shift Selector C307. • Measure the resistance between transmission shift selector C307 pin 6, circuit 8-TA21 (WH/GN), harness side and ground.	**Yes** GO to H5 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0005938 • **Is the resistance greater than 10,000 ohms?**	
H5 CHECK CIRCUIT 8-TA21 (WH/GN) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between PCM C175a pin 41, circuit 8-TA21 (WH/GN), harness side and transmission shift selector C307 pin 6, circuit 8-TA21 (WH/GN), harness side.  A0005939 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new shifter harness. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

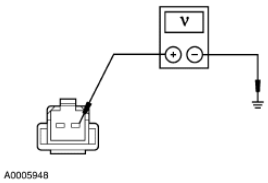
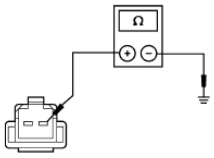
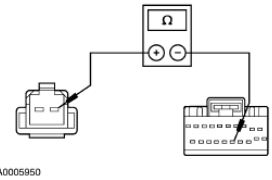
PINPOINT TEST I: THE PARK SWITCH NOT WORKING

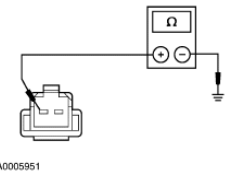
Test Step	Result / Action to Take
I1 CHECK CIRCUIT 15-TA34 (GN/YE) FOR OPEN	
• Disconnect: Transmission Shift Selector C307. • Key in ON position. • Measure the voltage between transmission shift selector C307 pin 3, circuit 15-TA34 (GN/YE), harness side and ground.  A0005940 • **Is the voltage greater than 10 volts?**	**Yes** GO to I2 . **No** REPAIR the circuit. TEST the system for normal operation.
I2 CHECK FOR VOLTAGE ON CIRCUIT 8-TA34 (WH)	
• Connect: Transmission Shift Selector C307. • Disconnect: Instrument Cluster C220b. • Select PARK. • Key in ON position. • Measure the voltage between instrument cluster C220b pin 8, circuit 8-TA34 (WH), harness side and ground.	**Yes** INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation. **No** GO to I3 .

 A0005941 • **Is the voltage greater than 10 volts?**	
I3 CHECK CIRCUIT 8-TA34 (WH) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: Transmission Shift Selector C307. • Measure the resistance between transmission shift selector C307 pin 8, circuit 8-TA34 (WH), harness side and ground.  A0005942 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I4 . **No** REPAIR the circuit. TEST the system for normal operation.
I4 CHECK CIRCUIT 8-TA34 (WH) FOR OPEN	
• Measure the resistance between transmission shift selector C307 pin 8, circuit 8-TA34 (WH), harness side and instrument cluster C220b pin 8, circuit 8-TA34 (WH), harness side.  A0005943 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new shifter harness. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

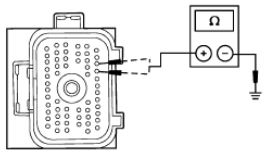
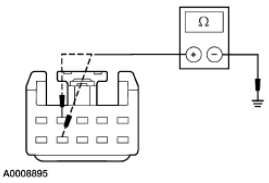
PINPOINT TEST J: BRAKE SHIFT INTERLOCK INOPERATIVE

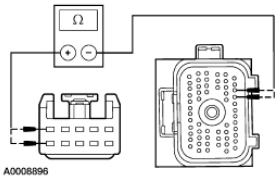
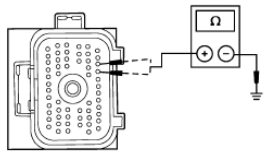
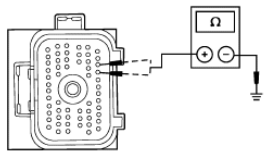
Test Step	Result / Action to Take
J1 CHECK FOR FEM DTCs	
• Retrieve FEM DTCs. Refer to Section 417-01 . • **Are any DTCs retrieved related to the brake switch?**	**Yes** REFER to Section 417-01 . **No** GO to J2 .
J2 CHECK FOR VOLTAGE ON CIRCUIT 7S-TA33 (YE/VT)	

• Key in OFF position. • Disconnect: Brake Shift Interlock C322. • Key in ON position. • Press and hold the brake pedal. • Measure the voltage between brake shift interlock C322 pin 2, circuit 7S-TA33 (YE/VT), harness side and ground.  A0005948 • **Is the voltage greater than 10 volts?**	**Yes** GO to J5 . **No** GO to J3 .
J3 CHECK CIRCUIT 75-TA33 (YE/VT) FOR SHORT TO GROUND	
• Disconnect: FEM C201f. • Measure the resistance between brake shift interlock C322 pin 2, circuit 7S-TA33 (YE/VT), harness side and ground.  A0005949 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to J4 . **No** REPAIR the circuit. TEST the system for normal operation.
J4 CHECK CIRCUIT 7S-TA33 (YE/VT) FOR OPEN	
• Measure the resistance between brake shift interlock C322 pin 2, circuit 7S-TA33 (YE/VT), harness side and FEM C201f pin 15, circuit 7S-TA33 (YE/VT), harness side.  A0005950 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new FEM. REFER to Section 418-00 . **No** REPAIR the circuit. TEST the system for normal operation.
J5 CHECK CIRCUIT 31-TA33 (BK) FOR AN OPEN	
• Measure the resistance between brake shift interlock C322 pin 1, circuit 31-TA33 (BK), harness side and ground.	**Yes** INSTALL a new brake shift interlock actuator. REFER to Brake Shift Interlock Actuator . TEST the system for normal operation. **No**

 A0005951 • **Is the resistance less than 5 ohms?**	REPAIR the circuit. TEST the system for normal operation.

PINPOINT TEST K: THE TRANSMISSION MANUAL SHIFT (+/-) IS INOPERATIVE

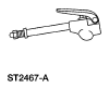
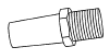
Test Step	Result / Action to Take
K1 CHECK CIRCUITS 8-TA67 (WH/VT) AND 8-TA68 (WH/BK) INPUT TO THE PCM	
• Disconnect: PCM C175a. • Measure the resistance between PCM C175a pin 49, circuit 8-TA67 (WH/VT), harness side and ground; and between PCM C175a pin 50, circuit 8-TA68 (WH/BK), harness side and ground, while activating the shifter to the manual up and down position.  A0005947 • **Are the resistances less than 5 ohms?**	**Yes** GO to K4 . **No** GO to K2 .
K2 CHECK TRANSMISSION SHIFT SELECTOR CIRCUITS 31-TA67 (BK/WH) AND 31-TA68 (BK/RD) FOR OPEN	
• Disconnect: Transmission Shift Selector 307. • Measure the resistance between transmission shift selector C307 pin 9, circuit 31-TA67 (BK/WH), harness side and ground; and between shifter C307 pin 4, circuit 31-TA68 (BK/RD), harness side and ground.  A0008895 • **Are the resistances less than 5 ohms?**	**Yes** GO to K3 . **No** REPAIR the circuits. TEST the system for normal operation.
K3 CHECK CIRCUITS 8-TA67 (WH/VT) AND 8-TA68 (WH/BK) FOR OPEN	
• Measure the resistance between shifter C307 pin 10, circuit 8-TA67 (WH/VT), harness side and PCM C175a pin 49, circuit 8-TA67 (WH/VT) harness side; and C307 pin 5, circuit 8-TA68 (WH/BK), harness side, and PCM C175a pin 50, circuit 8-TA68 (WH/BK), harness side.	**Yes** INSTALL a new shifter harness. TEST the system for normal operation. **No** REPAIR the circuits.

 A0008896 • **Are the resistances less than 5 ohms?**	TEST the system for normal operation.
K4 CHECK CIRCUITS 8-TA67 (WH/VT) AND 8-TA68 (WH/BK) FOR SHORT TO GROUND	
• Disconnect: Shifter C307. • Measure the resistance between PCM C175a pin 49, circuit 8-TA67 (WH/VT), harness side and ground; and between PCM C175a pin 50, circuit 8-TA68 (WH/BK), harness side and ground.  A0005947 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to K5 . **No** REPAIR the circuit. TEST system for normal operation.
K5 CHECK THE TRANSMISSION SHIFT SELECTOR SWITCHES	
• Connect: Transmission Shift Selector C307. • Measure the resistance between PCM C175a pin 49, circuit 8-TA67 (WH/VT), harness side and ground; and between PCM C175a pin 50, circuit 8-TA68 (WH/BK), harness side and ground while activating the manual up and down position.  A0005947 • **Is the resistance less than 5 ohms with the switch on and greater than 10,000 ohms with the switch off?**	**Yes** INSTALL a new PCM. **No** INSTALL a new harness. TEST the system for normal operation.

Transmission Fluid Level Check

Printable View (181 KB)

Special Tool(s)

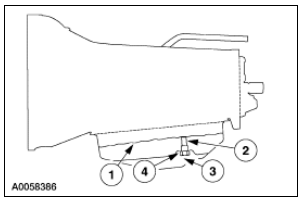
 ST2467-A	Rubber Tip Air Nozzle 100-D009 (D93L-7000-A)
ST1269-A	Vacuum Pump Kit 416-D002 (D95L-7559-A)
ST2715-A	Fluid Transporter/Evacuator/ Injector 307-D465
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation Star (NGS) Tester 418-F205 or equivalent scan tool
 ST2581-A	Adapter, Fluid Level and Fill Plug 307-437

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

Fluid Fill Reference

NOTE: Left side of case is shown.



Item	Part Number	Description
1		Fluid level
2	7A010	Fluid level tube
3	W704999-S309	Fluid level and fill plug (small) (in-vehicle)
4	7A010	Fluid drain plug (large)

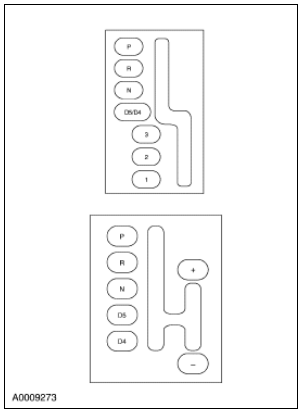
1. Using the scan tool (WDS), monitor the transmission fluid temperature (TFT) using PID: TFT.

2. Start the vehicle.

3. **NOTE:** Engine idle speed is approximately 650 rpm.

   While proceeding with this procedure, run the engine until the transmission fluid temperature is between 27°C - 49°C (80°F - 120°F).

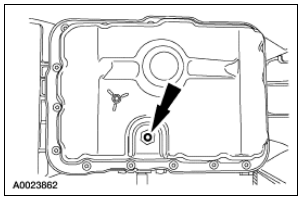
4. Move the range selector lever slowly through each gear, stopping in each position and allowing the transmission to engage.



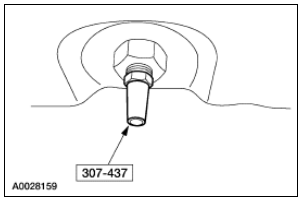
5. Place the range selector lever in the PARK position.

6. With the engine running, position the vehicle on a hoist and set it as close to level as possible. For additional information, refer to Section 100-00 .

7. Hold the larger drain plug with a wrench and remove the small (center) fluid level indicating plug using a 3/16-inch Allen key.

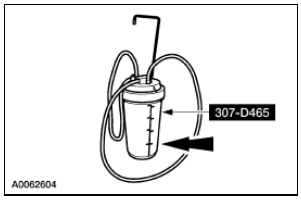


8. Install the special tool into the pan.

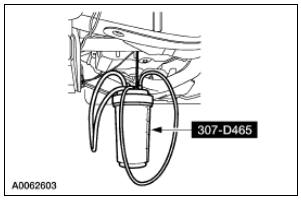


9. **NOTE:** Prior to filling the special tool with clean transmission fluid, make sure that the canister is clean.

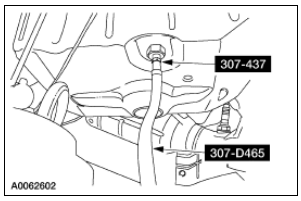
   Fill the special tool with clean automatic transmission fluid.



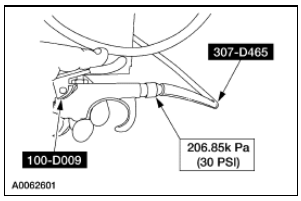
10. Hang the special tool under the vehicle. Position it upright and close to the transmission.



11. Connect the special tools.
    - Connect the open end of the fluid hose from the Fluid Transporter/Evacuator/Injector to the Fluid Level and Fill Plug Adapter at the bottom of the transmission fluid pan.



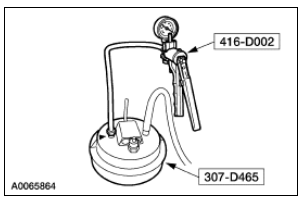
12. Apply a maximum of 206.85 kPa (30 psi) to the open end of the vacuum/pressure hose from the special tool. Fluid will immediately start flowing out of the special tool into the transmission fluid pan.



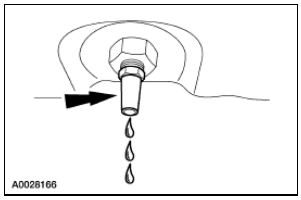
13. Add one pint of transmission fluid into the fluid pan. Stop the process by releasing the air pressure and removing the air nozzle from the end of the hose.

14. Inspect the fluid level in the special tool. If the fluid drains back into the canister, the transmission is full. If no fluid drains back, more fluid will need to be added. Repeat steps 12 and 13.

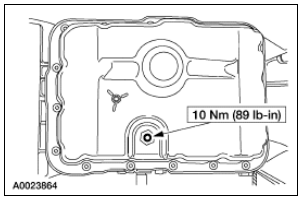
15. Once the transmission is full, place a hand vacuum pump on the open end of the vacuum/pressure hose of the special tool and apply vacuum to the system. This will pull out any extra fluid trapped in the system and direct it into the container.



16. Allow the fluid to drain. Make sure that the fluid temperature is between 27°C - 49°C (80°F - 120°F). When the fluid comes out as a thin stream or drip, the fluid is at the correct level.



17. Reinstall the small (center) fluid level indicating plug using a 3/16-inch Allen key.



18. Check the operation of the transmission by moving the range selector lever slowly through each gear, stopping in each position and allowing the transmission to engage.

Transmission Fluid Drain and Refill Automated Equipment

Printable View (15 KB)

Special Tool(s)

ST2654-A	Automatic Transmission Flush and Fill Machine 211-00018 Automatic Transmission Flush and Fill Machine 199-00010 or equivalent

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

Draining

⚠ CAUTION: Use only clean automatic transmission fluid specified for this transmission. Do not use supplemental transmission fluid additives, treatments or clean agents. The use of these materials can affect transmission operation and result in damage to internal transmission components.

⚠ CAUTION: Always refer to the instructions supplied with the flush and fill machine.

1. With the vehicle in PARK, position it on a hoist. For additional information, refer to Section 100-00 .
2. Use a suitable flush and fill machine to change the fluid.
3. When connecting the flush and fill machine, connect the machine to the fluid cooler tube after the fluid cooler on the cooler return line. This will help remove any foreign material trapped in the fluid coolers.

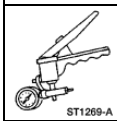
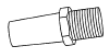
Refill

1. Use only clean automatic transmission fluid.
2. Once the fluid exchange has been completed, disconnect the flush and fill machine. Reconnect any disconnected fluid cooler tubes.
3. With the engine running, check and adjust the transmission fluid level, and check for any leaks. If fluid is needed, add fluid in increments of 0.24-liter (0.5-pint) until the correct level is achieved. For additional information, refer to Transmission Fluid Level Check in this section.

Transmission Fluid Drain and Refill Without Torque Converter Drain Plug

Printable View (205 KB)

Special Tool(s)

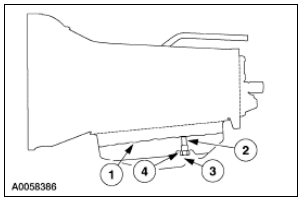
ST2467-A	Rubber Tip Air Nozzle 100-D009 (D93L-7000-A)
 ST1269-A	Vacuum Pump Kit 416-D002 (D95L-7559-A)
ST2715-A	Fluid Transporter/Evacuator/ Injector 307-D465
 ST2581-A	Adapter, Fluid Level and Fill Plug 307-437
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation Star (NGS) Tester 418-F205 or equivalent scan tool

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

Fluid Fill Reference

NOTE: Left side of case is shown.

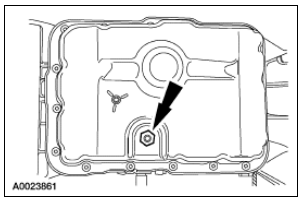


Item	Part Number	Description
1		Fluid level
2	7A010	Fluid level tube
3	W704999-S309	Fluid level and fill plug (small) (in-vehicle)
4	7A010	Fluid drain plug (large)

Draining

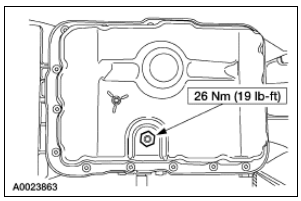
1. With the vehicle in PARK, position it on a hoist. Set the vehicle as close to level as possible. For additional information, refer to Section 100-00 .

2. Remove the drain plug (large plug) and allow the fluid to drain.

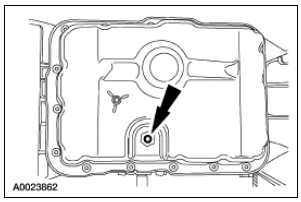


Filling

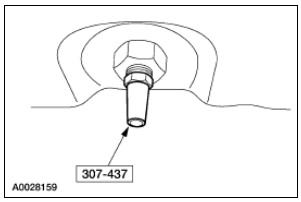
1. Install the fluid drain plug.



2. Hold the larger drain plug with a wrench and remove the small (center) fluid level indicating plug using a 3/16-inch Allen key.

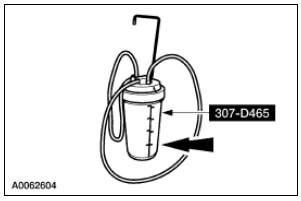


3. Install the special tool into the pan.

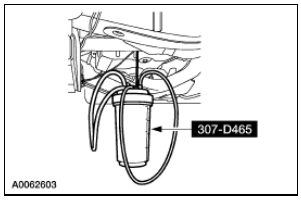


4. **NOTE:** Prior to filling the special tool with clean transmission fluid, make sure that the canister is clean.

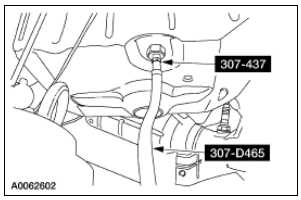
   Fill the special tool with clean automatic transmission fluid.



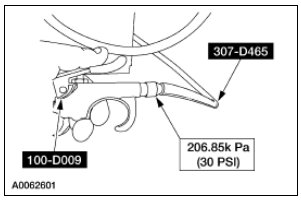
5. Hang the special tool under the vehicle, upright and close to the transmission.



6. Connect the special tools.
    - Connect the open end of the fluid hose from the Fluid Transporter/Evacuator/Injector to the Adapter, Fluid Level and Fill Plug at the bottom of the transmission fluid pan.



7. Apply a maximum of 206.85 kPa (30 psi) to the open end of the vacuum/pressure hose from the special tool. Fluid will immediately start flowing out of the special tool into the transmission fluid pan.



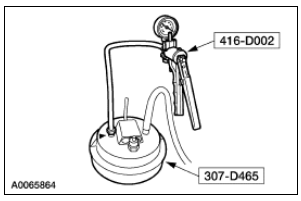
8. Add two or three quarts of transmission fluid into the fluid pan. Stop the process by releasing the air pressure and removing the air nozzle from the end of the hose.

9. **NOTE:** Engine idle speed is approximately 650 rpm.

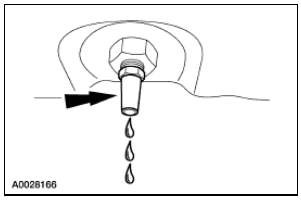
    Start and run the engine until the transmission fluid temperature is between 27°C - 49°C (80°F - 120°F).

10. Inspect the fluid level in the special tool. If the fluid drains back into the canister, the transmission is full. If no fluid drains back, more fluid will need to be added. Repeat steps 9 and 10.

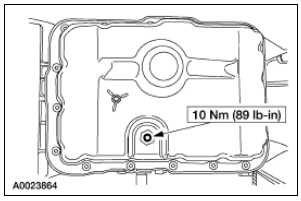
11. Once the transmission is full, place a hand vacuum pump on the open end of the vacuum/pressure hose of the special tool and apply vacuum to the system. This will pull out any extra fluid trapped in the system and direct it into the container.



12. Allow the fluid to drain. When the fluid comes out as a thin stream or drip, the fluid is at the correct level.



13. Reinstall the small (center) fluid level indicating plug using a 3/16-inch Allen key.



Transmission Fluid Cooler Backflushing and Cleaning

Printable View (10 KB)

⚠ CAUTION: Whenever a transmission has been disassembled to install new parts, or because the valve body sticks from foreign material, the transmission fluid cooler must be cleaned using a suitable torque converter/fluid cooler cleaner. Under no circumstances should torque converters be cleaned by hand agitation with solvent.

When internal wear or damage has occurred in the transmission, metal particles, clutch plate material, or band material may have been carried into the transmission cooler. These contaminants are a major cause of recurring transmission concerns and must be removed from the system before the transmission is put back into service.

1. Carry out backflushing with a suitable torque converter/transmission fluid cooler cleaner. Test the equipment to make sure that a vigorous fluid flow is present before proceeding. Install a new system filter if flow is weak or contaminated.

2. To aid in attaching the cleaner to the transmission steel cooler lines, connect two additional rubber hoses to the transmission end of the steel transmission cooler lines as described.
   - Connect the cleaner tank pressure line to the steel transmission cooler return line (longest line).
   - Connect a tank return hose to the steel transmission cooler pressure line (shorter line). Place the outlet end of this hose in the solvent tank reservoir.

3. Turn on pump and allow the clean transmission fluid to circulate a minimum of 5 minutes (cycling switch on and off will help dislodge contaminants in cooler system).

4. Switch off the pump and disconnect the pressure hose from the transmission cooler return line.

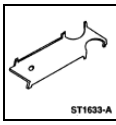
5. Use compressed air to blow out the cooler(s) and lines (blow air into the transmission cooler return line) until all fluid is removed.

6. Remove the rubber return hose from the remaining steel cooler line.

Transmission Range (TR) Sensor Adjustment

Printable View (344 KB)

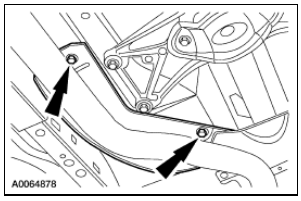
Special Tool(s)

 ST1633-A	Alignment Gauge, TR Sensor 307-351 (T97L-70010-A)

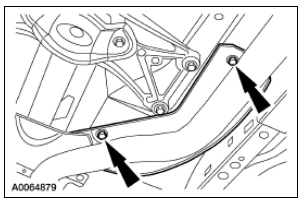
Adjust

1. With the vehicle in the NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the RH front exhaust heat shield.


A0064878

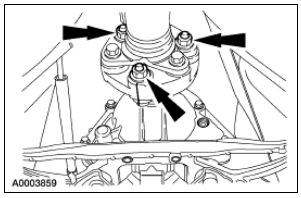
3. Remove the LH front exhaust heat shield.


A0064879

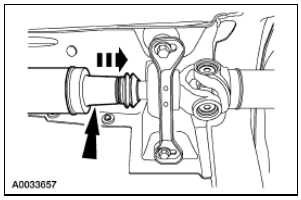
4. ⚠ **CAUTION: Index-mark (color paint) the bolts, washers, nuts and the flex coupling to the transmission flange to make sure they are installed in the same location. Components that are not assembled in their original locations can cause driveshaft imbalance.**

   ⚠ **CAUTION: Do not remove the bolts retaining the flex coupling to the driveshaft.**

   Index-mark the front driveshaft pinion flange. Remove the three nuts, washers and bolts.


A0003859

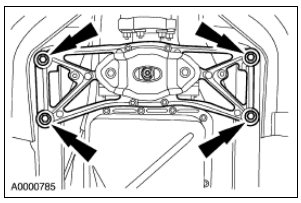
5. Slide the front shaft assembly rearward and support.



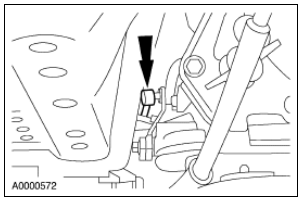
6. ⚠ **WARNING: Secure the transmission to the transmission jack with a safety chain. Failure to follow these instructions may result in personal injury.**

   Using a suitable transmission jack, support the transmission.

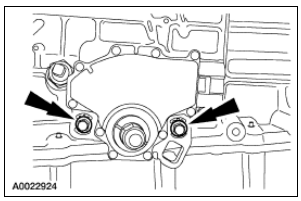
7. Remove the transmission mount and lower the transmission enough to gain access to the digital transmission range (TR) sensor.



8. Disconnect the shift cable from the manual control lever.

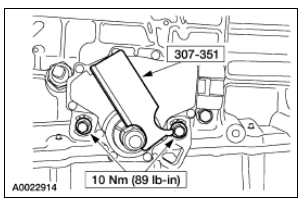


9. Loosen the screws.

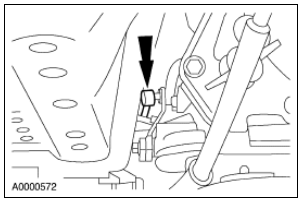


10. ⚠ **CAUTION: The digital TR sensor must fit flush against the case. Tightening one screw before tightening the other may cause the sensor to bind or become damaged.**

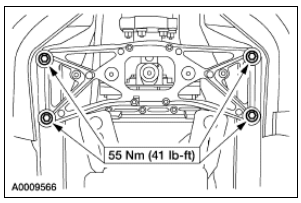
    Using the special tool, align the digital TR sensor and tighten the screws in an alternating sequence.



11. Install the shift cable to the manual control lever.

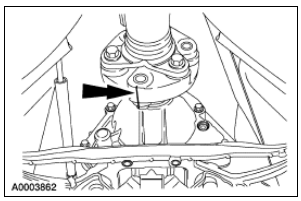


12. Raise the transmission up and install the rear transmission mount bolts.



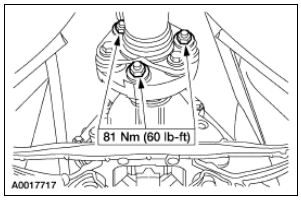
13. Verify that the shift cable is adjusted correctly. For additional information, refer to Selector Lever Cable Adjustment in this section.

14. Install the driveshaft by aligning the index-marks made during removal for correct driveshaft balance.

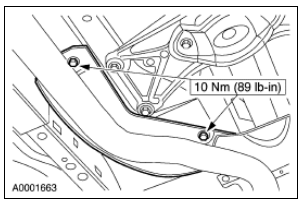


15. ⚠ **CAUTION: Install the bolts, washers, and nuts in their original position or driveshaft imbalance can occur. Install the driveshaft flex coupling bolts with the head of the bolt seated against the flange, and the nuts seated against the flex coupling.**

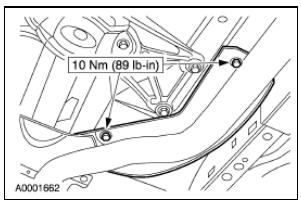
    Install the three nuts, washers and bolts.



16. Install the RH front exhaust heat shield.



17. Install the LH front exhaust heat shield.

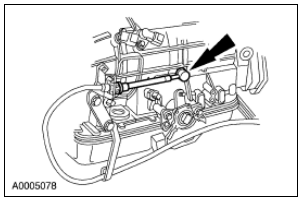


Selector Lever Cable Adjustment

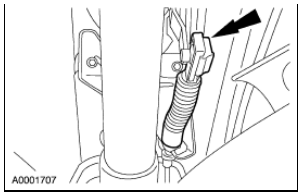
Printable View (89 KB)

Shift Cable

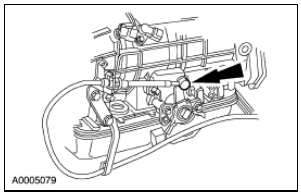
1. Place the selector lever in the D5 position.
2. Raise and support the vehicle. For additional information, refer to Section 100-00 .
3. Disconnect the transmission shift cable from the manual control lever.



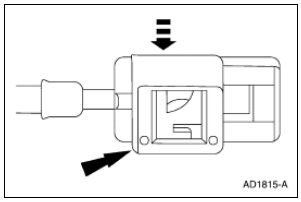
4. Place the manual control lever in the D5 position. This is three positions from the most rearward position.
5. Disconnect the transmission shift cable from the selector lever.



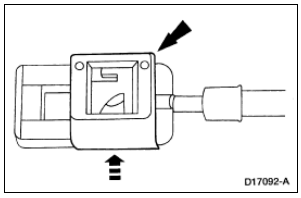
6. Connect the transmission shift cable to the manual control lever.



7. Unlock the adjuster at the end of the cable.



8. Connect the shift cable to the shifter and lock the end of the adjuster.



9. Carefully move the manual control lever from detent to detent and compare with transmission settings. Verify that the vehicle will start in PARK or NEUTRAL, and the backup lamps illuminate in REVERSE. If not, steps may need to be repeated and include digital transmission range (TR) sensor adjustment in NEUTRAL. For additional information on transmission range (TR) sensor adjustment, refer to Transmission Range (TR) Sensor Adjustment in this section.
    - Adjust as necessary.

Fluid Pan, Gasket and Filter

Printable View (223 KB)

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

Removal and Installation

⚠ CAUTION: Lubricate the fluid filter seals with clean automatic transmission fluid or they may be damaged.

NOTE: Make sure that the fluid filter seals are correctly seated on the filter.

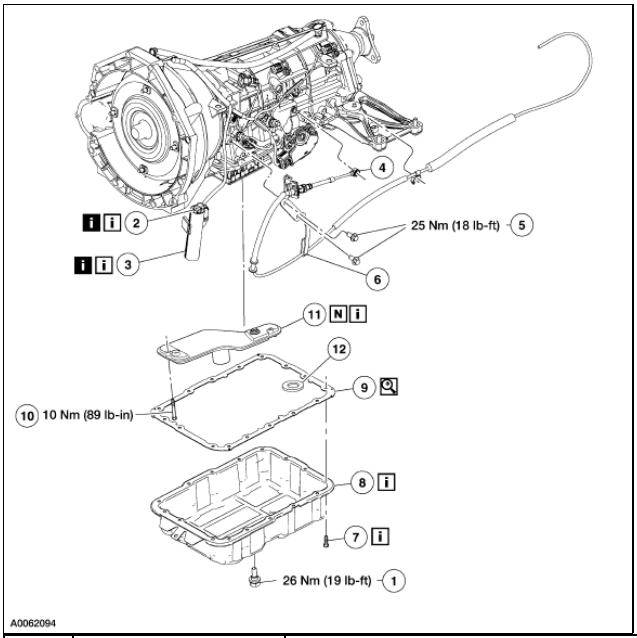
NOTE: The transmission fluid pan gasket is reusable. Clean and inspect for damage. If not damaged, the gasket should be reused.

NOTE: Install a new transmission fluid filter.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the components in the order indicated in the following illustration and table.

3. To install, reverse the removal procedure.



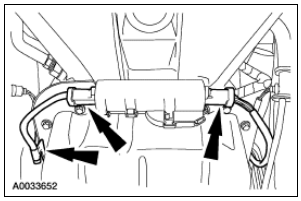
Item	Part Number	Description
1	7A010	Transmission fluid pan drain plug
2	7C078	

		Heated oxygen sensor connectors Removal Note
2	7C078	Heated oxygen sensor connectors Installation Note
3	14A099	Heated oxygen sensor connector retainer Removal Note
3	14A099	Heated oxygen sensor connector retainer Installation Note
4	7E395	Transmission range selector lever cable eyelet
5	N605918-S427	Transmission range selector lever cable bracket bolts
6	7B229	Transmission range selector lever cable and bracket
7	W500213-S1309	Transmission fluid pan screws Installation Note
8	7A194	Transmission fluid pan Installation Note
9	7A191	Transmission fluid pan gasket
10	W705559-S300	Transmission fluid pan filter screws
11	7A098	Transmission fluid pan filter Installation Note
12	7L027	Transmission fluid pan magnet

4. Partially fill the transmission. For additional information, refer to Transmission Fluid Drain and Refill Without Torque Converter Drain Plug in this section.

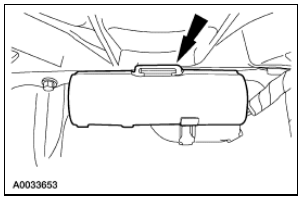
Item 2: Heated Oxygen Sensor Connector Removal Note

1. Disconnect the heated oxygen sensor connectors and remove the sensor wire retaining clip from the right side of the transmission pan rail.



Item 3: Heated Oxygen Sensor Connector Retainer Removal Note

1. Remove the heated oxygen sensor connector from the front of the transmission pan rail and position it out of the way.

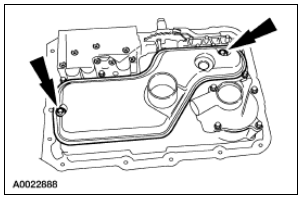


Item 11: Transmission Fluid Pan Filter Installation Note

1. ⚠ **CAUTION: Lubricate the fluid filter seals with clean automatic transmission fluid or they may be damaged.**

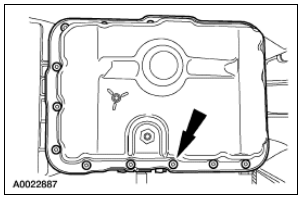
   NOTE: Make sure that the fluid filter seals are correctly seated on the filter.

   Lubricate the seals and install the transmission fluid filter.



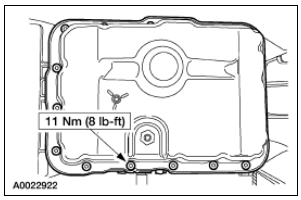
Item 8: Transmission Fluid Pan Installation Note

1. Install the transmission fluid pan and gasket and loosely install the screws.



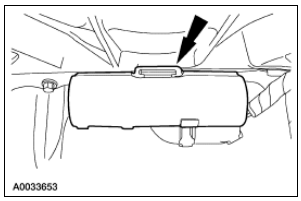
Item 7: Transmission Fluid Pan Screws Installation Note

1. Tighten the screws in a crisscross sequence.



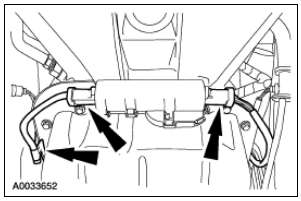
Item 3: Heated Oxygen Sensor Connector Retainer Installation Note

1. Install the heated oxygen sensor connector to the front of the transmission pan rail.



Item 2: Heated Oxygen Sensor Connector Installation Note

1. Connect the heated oxygen sensor connectors and install the sensor wire retaining clip to the right side of the transmission pan rail.


A0033652

Main Control Valve Body

Printable View (553 KB)

Special Tool(s)

ST1639-A	Aligner, Valve Body (2 req'd) 307-334 (T95L-70010-C)

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

Removal and Installation

⚠ CAUTION: Lubricate the fluid filter seals with clean automatic transmission fluid or they may be damaged.

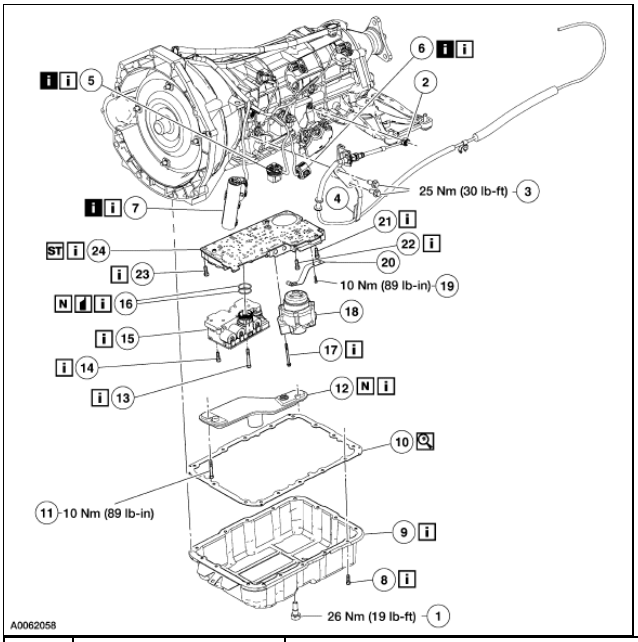
NOTE: Make sure that the fluid filter seals are correctly seated on the filter.

NOTE: When the battery has been disconnected and reconnected, some abnormal drive symptoms can occur while the vehicle relearns its adaptive strategy. The customer needs to be notified that they may experience slightly different upshifts (either soft or firm) and this is a temporary condition and will eventually return to normal operating condition.

NOTE: Clean the area around connector to prevent contamination of the solenoid body connector.

NOTE: The transmission fluid pan gasket is reusable. Clean and inspect for damage. If not damaged, the gasket should be reused.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	7A194	Transmission fluid pan drain plug
2	7E395	Transmission range selector lever cable eyelet
3	N605918-S	Transmission range selector lever cable bracket screws
4	7B229	Transmission range selector lever cable and bracket
5	7C078	Solenoid body harness electrical connector Removal Note
5	7C078	Solenoid body harness electrical connector Installation Note
6		Transmission range sensor electrical connector Removal Note
6		Transmission range sensor electrical connector Installation Note
7	14A099	Heated oxygen sensor connector retainer Removal Note
7	14A099	Heated oxygen sensor connector retainer Installation Note
8	W500213-S1309	Transmission fluid pan screw Installation Note
9	7A194	Transmission fluid pan Installation Note
10	7A191	Fluid pan gasket
11	W705559-S300	Transmission fluid pan filter screws
12	7A098	Transmission fluid pan filter Installation Note
13	W702291-S1300	Solenoid body screws (7 req'd) Installation Note
14	W702291-S300	Solenoid body screw Installation Note
15	7G391	

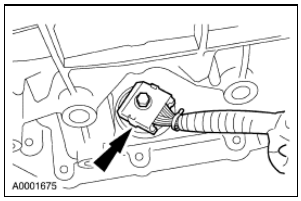
		Solenoid body Installation Note
16	W705928-S300	Solenoid body O-ring seals Installation Note
17	W7022359-S309	Reverse servo screws Installation Note
18	7B193	Reverse servo
19	W500100-S300	Manual control valve detent spring screw
20	7E332	Manual control valve detent spring
21	W500102-S1300	Main control valve body screw Installation Note
22	W500102-S1300	Main control valve body screws (18 req'd) Installation Note
23	W500102-S300	Main control valve body screws Installation Note
24	7A100	Main control valve body Installation Note

5. Partially fill the transmission. For additional information, refer to Transmission Fluid Drain and Refill Without Torque Converter Drain Plug in this section.

Item 5: Solenoid Body Harness Electrical Connector Removal Note

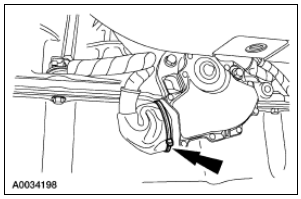
1. **NOTE:** Clean the area around the connector to prevent contamination of the solenoid body connector.

   Disconnect the solenoid body harness electrical connector.

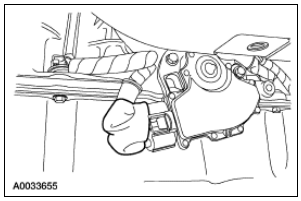


Item 6: Transmission Range Sensor Electrical Connector Removal Note

1. Remove and discard the tie strap from the digital TR sensor connector.

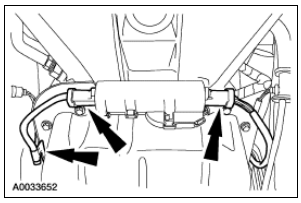


2. Slide the rubber boot back to gain access to the connector and disconnect the digital transmission range TR sensor connector.

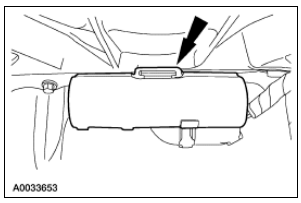


Item 7: Heated Oxygen Sensor Connector Retainer Removal Note

1. Disconnect the heated oxygen sensor connector and remove the sensor wire retaining clip from the right side of the transmission pan rail.

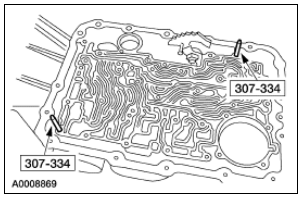


2. Remove the heated oxygen sensor connector from the front of the transmission pan rail.



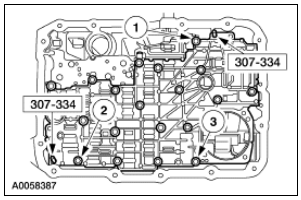
Item 24: Main Control Valve Body Installation Note

1. Install the special tools into the transmission case.

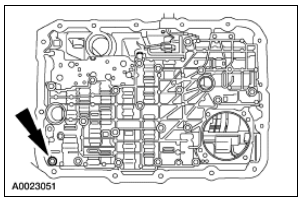


Items 21, 22 and 23: Main Control Valve Body Screws Installation Note

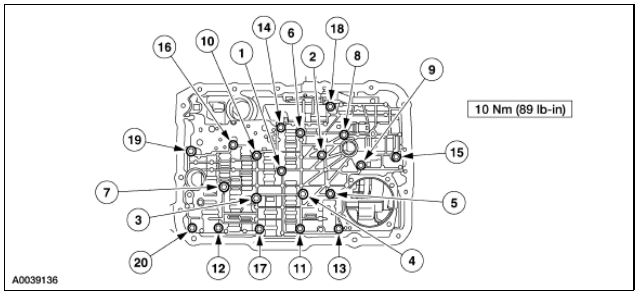
1. Using the special tools, install the main control valve body and loosely install the screws.
    1. Install the short screw.
    2. Install the screw with the larger head.
    3. Install the remaining screws.



2. Remove the special tools, and loosely install the screw.

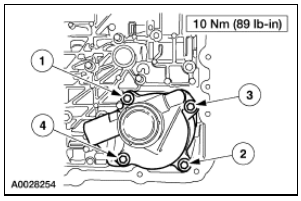


3. Tighten the screws in the sequence shown.



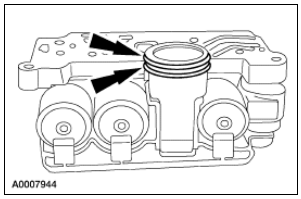
Item 17: Reverse Servo Screws Installation Note

1. Install the reverse servo. Tighten the screws in the sequence shown.



Item 16: Solenoid Body O-Ring Seals Installation Note

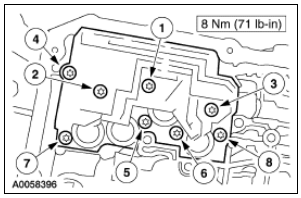
1. Install new O-ring seals on the solenoid body connector. Lubricate the O-ring seals with clean automatic transmission fluid.



Items 15, 14 and 13: Solenoid Body Screws Installation Note

1. ⚠ **CAUTION: Inspect the transmission case bore to make sure it is free of foreign material and not damaged. If it is damaged, transmission leak may occur.**

   Install the solenoid body. Tighten the screws in sequence shown.

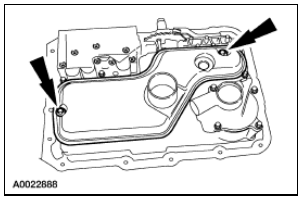


Item 12: Transmission Fluid Pan Filter Installation Note

1. ⚠ **CAUTION: Lubricate the fluid filter seals with clean automatic transmission fluid or they may be damaged.**

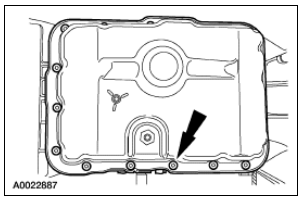
   NOTE: Make sure that the fluid filter seals are correctly seated on the filter.

   Lubricate the seals and install the transmission fluid filter.



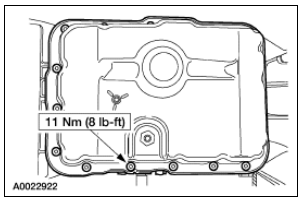
Item 9: Transmission Fluid Pan Installation Note

1. Install the transmission fluid pan and gasket and loosely install the screws.



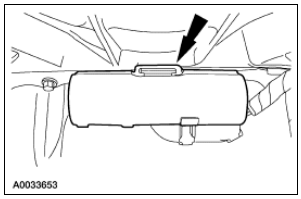
Item 8: Transmission Fluid Pan Screws Installation Note

1. Tighten the screws in a crisscross sequence.

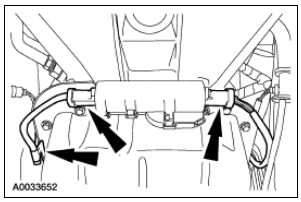


Item 7: Heated Oxygen Sensor Connector Retainer Installation Note

1. Install the heated oxygen sensor connector to the front of the transmission pan rail.

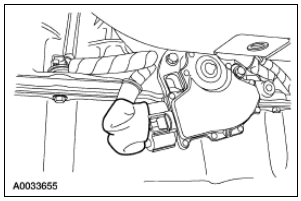


2. Connect the heated oxygen sensor connector and install the sensor wire retaining clip to the right side of the transmission pan rail.

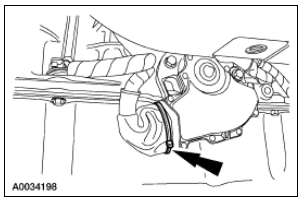


Item 6: Transmission Range Sensor Electrical Connector Installation Note

1. Connect the digital transmission range TR sensor connector and slide the rubber boot back over the connector.



2. Install a new tie strap around the rubber boot connector.



Item 5: Solenoid Body Harness Electrical Connector Installation Note

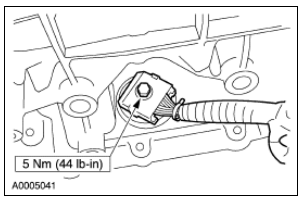
1. ⚠ **CAUTION: Damage will occur to the solenoid body assembly if the screw is tightened above specification.**

   NOTE: Always install new O-ring seals on the vehicle harness connector.

   NOTE: Clean the area around the connector to prevent contamination of the solenoid body connector.

   NOTE: Use petroleum jelly to lubricate the O-ring seals to aid in the installation process.

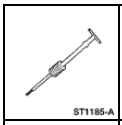
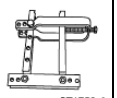
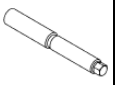
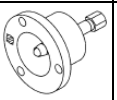
   Install and lubricate new O-ring seals on the transmission connector and connect the connector.



Extension Housing Seal

Printable View (405 KB)

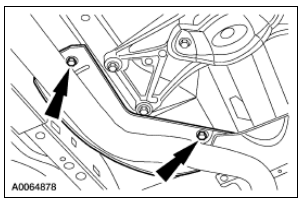
Special Tool(s)

 ST1185-A	Slide Hammer 100-001 (T50T-100-A)
 ST1758-A	Remover, Torque Converter Fluid Seal 307-309 (T94P-77001-BH)
ST1188-A	Installer, Transmission Extension Housing Oil Seal 307-038 (T74P-77052-A)
ST2440-A	Installer, Drive Pinion Flange 205-479
 ST2416-A	Installer, Output Shaft Flange 307-404
 ST2415-A	Remover, Output Shaft Flange 307-408

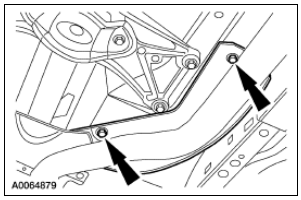
Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the RH front exhaust heat shield.



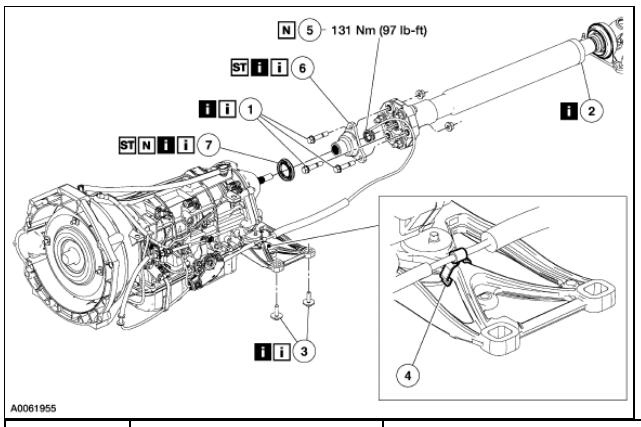
3. Remove the LH front exhaust heat shield.



4. Using a suitable transmission jack, support the transmission.

5. Remove the components in the order indicated in the following illustration and table.

6. To install, reverse the removal procedure.



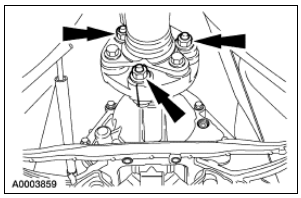
Item	Part Number	Description
1	W701357-S309	Output shaft flange coupler bolts Removal Note
1	W701357-S309	Output shaft flange coupler bolts Installation Note
2	4602	Driveshaft Removal Note
3	W704971-S426	Transmission support screws Removal Note
3	W704971-S426	Transmission support screws Installation Note
4	7E395	Shift cable
5	7089	Output shaft flange nut
6	7089	Output shaft flange Removal Note
6	7089	Output shaft flange Installation Note
7	7052	Output shaft seal Removal Note
7	7052	Output shaft seal Installation Note

Item 1: Output Shaft Flange Coupler Bolts Removal Note

1. **⚠ CAUTION: Index-mark (color paint) the bolts, washers, nuts and the flex coupling to the transmission flange to make sure they are installed in the same location. Components that are not assembled in their original location can cause driveshaft imbalance.**

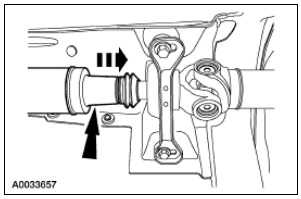
   ⚠ CAUTION: Do not remove the bolts retaining the flex coupling to the driveshaft.

   Index-mark the front driveshaft pinion flange. Remove the three nuts, washers and bolts.



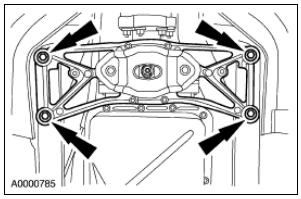
Item 2: Driveshaft Removal Note

1. Slide the front shaft assembly rearward and support.



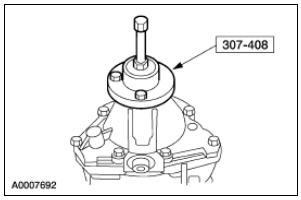
Item 3: Transmission Support Screws Removal Note

1. Remove the transmission mount and lower the transmission enough to gain access to the extension housing seal.



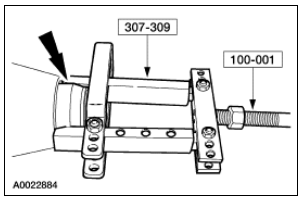
Item 6: Output Shaft Flange Removal Note

1. Using the special tool, remove the output shaft flange.



Item 7: Output Shaft Seal Removal Note

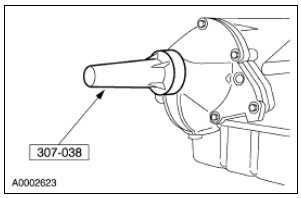
1. Using the special tools, remove the extension housing seal.



Item 7: Output Shaft Seal Installation Note

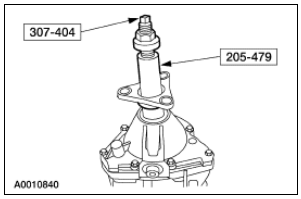
NOTE: Make sure the extension housing seal is correctly installed onto the special tool and the garter spring is in the correct position.

1. Using the special tool, install the extension housing seal.



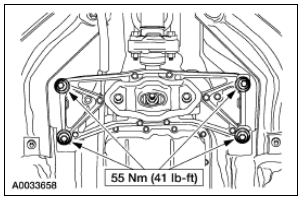
Item 6: Output Shaft Flange Installation Note

1. Using the special tool, install the output shaft flange.



Item 3: Transmission Support Screws Installation Note

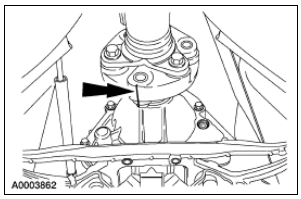
1. Install the rear support screws.



Item 1: Output Shaft Flange Coupler Bolts Installation Note

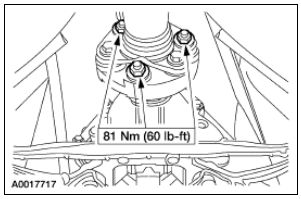
1. ⚠ **CAUTION: Align the index marks or a driveshaft imbalance can occur.**

   Align the index marks made during removal on the companion flange, and position the driveshaft in place.



2. ⚠ **CAUTION: Install the bolts, washers, and nuts in their original position or drive shaft imbalance can occur. Install the driveshaft flex coupling bolts with the head of the bolt seated against the flange, and the nuts seated against the flex coupling.**

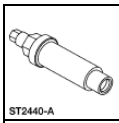
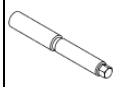
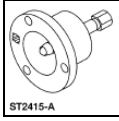
   Install the three nuts, washers and bolts.



Extension Housing Gasket

Printable View (362 KB)

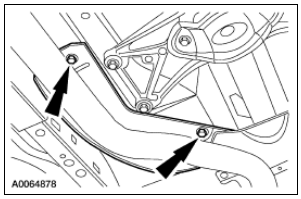
Special Tool(s)

 ST2440-A	Installer, Drive Pinion Flange 205-479
 ST2416-A	Installer, Output Shaft Flange 307-404
 ST2415-A	Remover, Output Shaft Flange 307-408

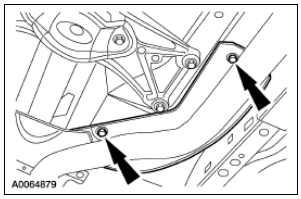
Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the RH front exhaust heat shield.

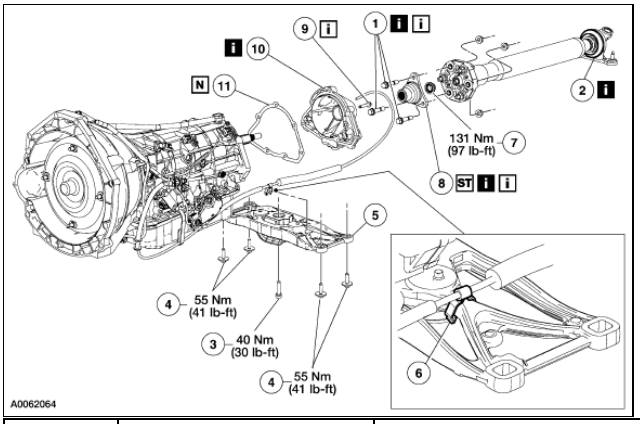


3. Remove the LH front exhaust heat shield.



4. Remove the components in the order indicated in the following illustration and table.

5. To install, reverse the removal procedure.



Item	Part Number	Description
1	W701357-S309	Output shaft flange coupler bolts Removal Note
1	W701357-S309	Output shaft flange coupler bolts Installation Note
2	4602	Driveshaft Removal Note
3	W705966-S426	Transmission support center screw
4	W704971-S426	Transmission support screws
5	6A023	Transmission support
6	7E395	Shift cable
7	W701357-S309	Output shaft flange nut
8	7089	Output shaft flange Removal Note
8	7089	Output shaft flange Installation Note
9	W500311-S1427	Extension housing screws Installation Note
10	7A039	Extension housing Removal Note
11	7086	Extension housing gasket

6. Refill the transmission with the specified fluid.

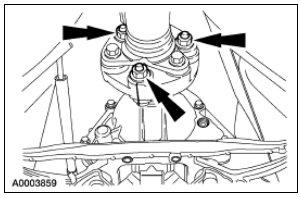
7. Using a suitable transmission jack, support the transmission.

Item 1: Output Shaft Flange Coupler Bolts Removal Note

1. **⚠ CAUTION: Index-mark (color paint) the bolts, washers, nuts and the flex coupling to the transmission flange to make sure they are installed in the same location. Components that are not assembled in their original location can cause driveshaft imbalance.**

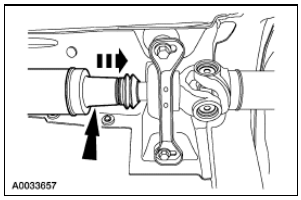
   ⚠ CAUTION: Do not remove the bolts retaining the flex coupling to the driveshaft.

   Index-mark the front driveshaft pinion flange. Remove the three nuts, washers and bolts.



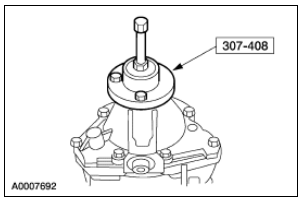
Item 2: Driveshaft Removal Note

1. Slide the front shaft assembly rearward and support.



Item 8: Output Shaft Flange Removal Note

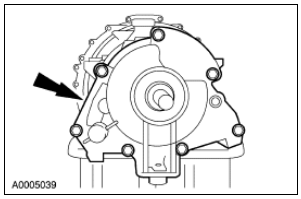
1. Using the special tool, remove the output shaft flange.



Item 10: Extension Housing Removal Note

1. ⚠ **CAUTION: The parking pawl, parking pawl return spring and parking pawl shaft could fall out during removal of the extension housing.**

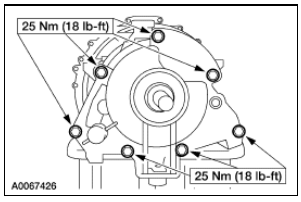
   Remove the extension housing.



Item 9: Extension Housing Screws Installation Note

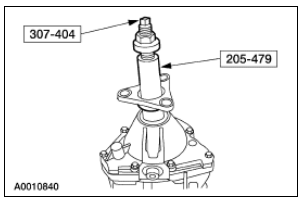
1. ⚠ **CAUTION: Make sure the parking lever actuating rod is correctly seated into the case parking rod guide cup.**

   Install the extension housing.



Item 8: Output Shaft Flange Installation Note

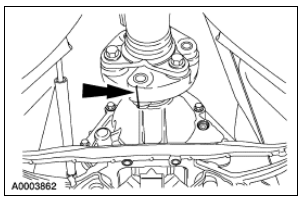
1. Using the special tool, install the output shaft flange.



Item 1: Output Shaft Flange Coupler Bolts Installation Note

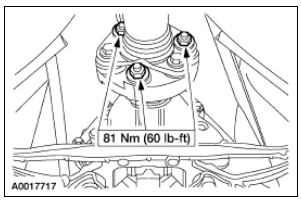
1. ⚠ **CAUTION: Align the index marks or a driveshaft imbalance can occur.**

   Align the index marks made during removal on the companion flange, and position the driveshaft in place.



2. ⚠ **CAUTION: Install the bolts, washers, and nuts in their original position or drive shaft imbalance can occur. Install the driveshaft flex coupling bolts with the head of the bolt seated against the flange, and the nuts seated against the flex coupling.**

   Install the three nuts, washers and bolts.



Solenoid Body Assembly

Printable View (335 KB)

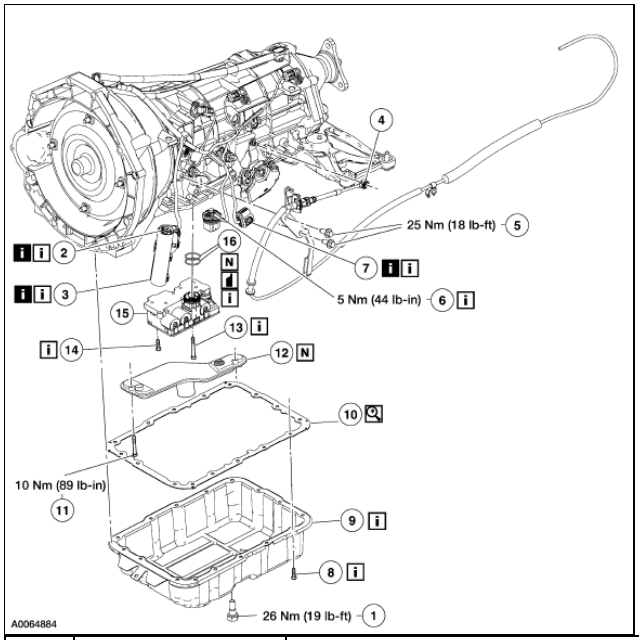
Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

Removal and Installation

NOTE: When the battery has been disconnected and reconnected, some abnormal drive symptoms can occur while the vehicle relearns its adaptive strategy. The customer needs to be notified that they may experience slightly different upshifts (either soft or firm) and this is a temporary condition and will eventually return to normal operating condition.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. With the vehicle in PARK, position it on a hoist. For additional information, refer to Section 100-00 .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



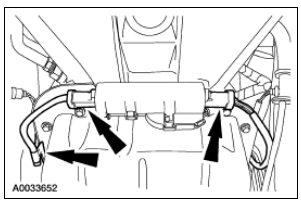
Item	Part Number	Description
1	7A194	Transmission fluid pan drain plug
2		Heated oxygen sensor electrical connector (part of 9F472) Removal Note
2		Heated oxygen sensor electrical connector (part of 9F472)

		Installation Note
3		Heated oxygen sensor electrical connector retainer Removal Note
3		Heated oxygen sensor electrical connector retainer Installation Note
4	7E395	Transmission selector lever cable eyelet
5	7B229	Transmission selector lever cable screws and bracket
6	7C078	Solenoid body harness electrical connector Installation Note
7	14A646	Transmission range TR sensor electrical connector Removal Note
7	14A646	Transmission range TR sensor electrical connector Installation Note
8	W500213-S1309	Transmission fluid pan screws Installation Note
9	7A194	Transmission fluid pan Installation Note
10	7A191	Transmission fluid pan gasket
11	W70559-S300	Transmission fluid pan filter screws
12	7A098	Transmission fluid pan filter
13	W703189-S1430	Solenoid body screws Installation Note
14	W702291-S300	Solenoid body screw Installation Note
15	7G391	Solenoid body
16	W705928-S300	Solenoid body O-ring seals Installation Note

5. Verify that the shift cable is adjusted correctly. For additional information, refer to Selector Lever Cable Adjustment in this section.

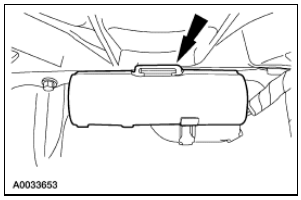
Item 2: Heated Oxygen Sensor Electrical Connector Removal Note

1. Disconnect the heated oxygen sensor connector and remove the sensor wire retaining clip from the right side of the transmission pan rail.



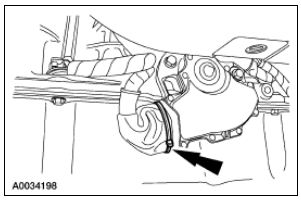
Item 3: Heated Oxygen Sensor Electrical Connector Retainer Removal Note

1. Remove the heated oxygen sensor connector from the front of the transmission pan rail.

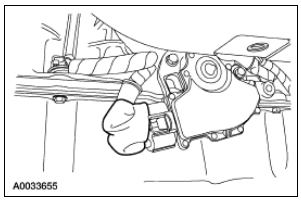


Item 7: Transmission Range TR Sensor Electrical Connector Removal Note

1. Remove and discard the tie strap from the digital TR sensor connector boot.

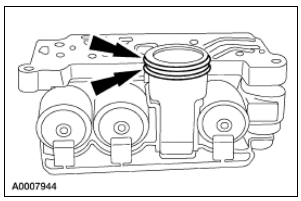


2. Slide the rubber boot back and disconnect the digital TR sensor connector.



Item 16: Solenoid Body O-Ring Seals Installation Note

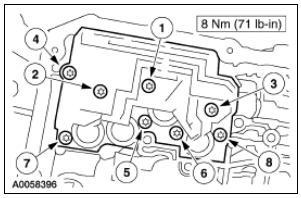
1. Install new O-ring seals on the solenoid body connector. Lubricate the O-ring seals with clean automatic transmission fluid.



Items 13 and 14: Solenoid Body Screws Installation Note

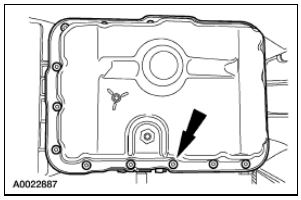
1. ⚠ **CAUTION: Inspect the transmission case bore to make sure it is free of foreign material and not damaged. If it is damaged, transmission leak may occur.**

   Install the solenoid body. Tighten the screws in sequence shown.



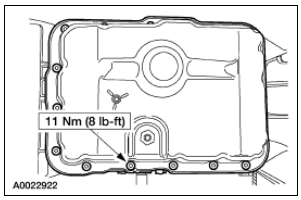
Item 9: Transmission Fluid Pan Installation Note

1. Install the transmission fluid pan and gasket and loosely install the screws.



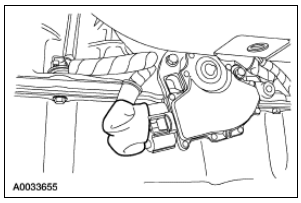
Item 8: Transmission Fluid Pan Screws Installation Note

1. Tighten the screws in a crisscross sequence.

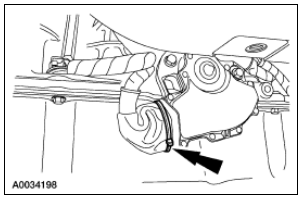


Item 7: Transmission Range TR Sensor Electrical Connector Installation Note

1. Connect the digital TR sensor connector and slide the rubber boot over the connector.



2. Install a new strap on the digital TR sensor connector boot.



Item 6: Solenoid Body Harness Electrical Connector Installation Note

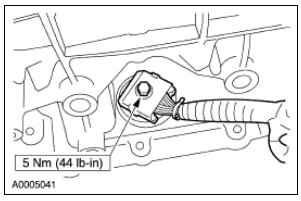
1. ⚠ **CAUTION: Damage will occur to the solenoid body assembly if the screw is tightened above the specification.**

   NOTE: Always install new O-ring seals on vehicle harness connector.

   NOTE: Clean the area around connector to prevent contamination of the solenoid body connector.

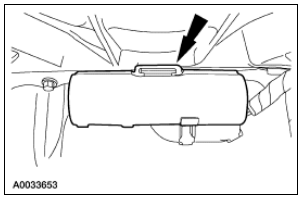
   NOTE: Use petroleum jelly to lubricate the O-ring seals to aid in the installation process.

   Install and lubricate new O-ring seals on the transmission connector and connect the connector.



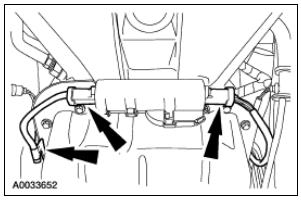
Item 3: Heated Oxygen Sensor Electrical Connector Retainer Installation Note

1. Install the heated oxygen sensor connector from the front of the transmission pan rail.



Item 2: Heated Oxygen Sensor Electrical Connector Installation Note

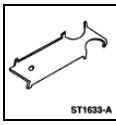
1. Connect the heated oxygen sensor connector and install the sensor wire retaining clip to the right side of the transmission pan rail.



Digital Transmission Range (TR) Sensor

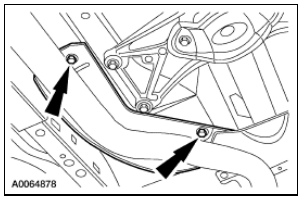
Printable View (437 KB)

Special Tool(s)

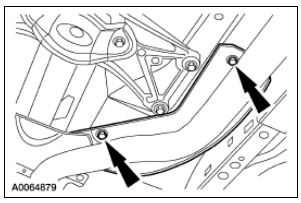
 ST1633-A	Alignment Gauge, TR Sensor 307-351 (T97L-70010-A)

Removal and Installation

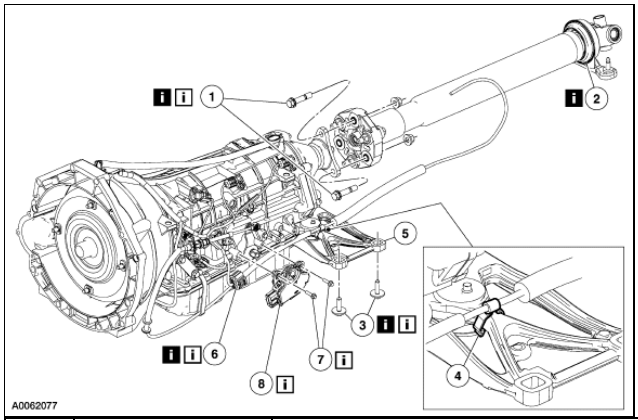
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Remove the RH front exhaust heat shield.



3. Remove the LH front exhaust heat shield.



4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	W701357-S309	Output shaft flange coupler Removal Note
1	W701357-S309	

		Output shaft flange coupler Installation Note
2	4817	Driveshaft Removal Note
3	W704971-S426	Transmission support screws Removal Note
3	W704971-S426	Transmission support screws Installation Note
4	7E395	Shift cable retainer
5	6A023	Transmission support
6	14A646	Transmission range TR sensor electrical connector Removal Note
6	14A646	Transmission range TR sensor electrical connector Installation Note
7	W500015-309	Transmission range TR sensor screws Installation Note
8	7F293	Transmission range TR sensor Installation Note

6. Refill the transmission with the specified fluid.

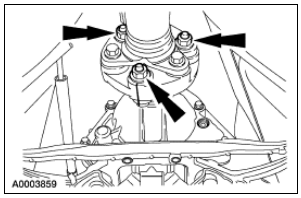
7. Verify that the shift cable is adjusted correctly. For additional information, refer to Selector Lever Cable Adjustment in this section.

Item 1: Output Shaft Flange Coupler Removal Note

1. **⚠ CAUTION: Index-mark (color paint) the bolts, washers, nuts and the flex coupling to the transmission flange to make sure they are installed in the same location. Components that are not assembled in their original location can cause drive shaft imbalance.**

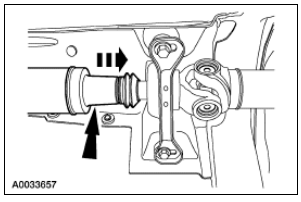
   ⚠ CAUTION: Do not remove the bolts retaining the flex coupling to the driveshaft.

   Index-mark the front driveshaft pinion flange. Remove the three nuts, washers and bolts.



Item 2: Driveshaft Removal Note

1. Slide the front shaft assembly rearward and support.

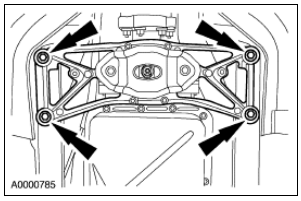


Item 3: Transmission Support Screws Removal Note

1. ⚠ **WARNING: Secure the transmission to the transmission jack with a safety chain. Failure to follow these instructions may result in personal injury.**

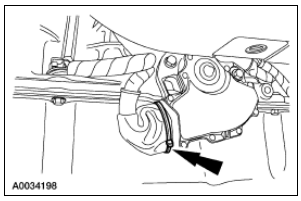
   Using a suitable transmission jack, support the transmission.

2. Remove the transmission mount and lower the transmission enough to gain access to the digital transmission range (TR) sensor.

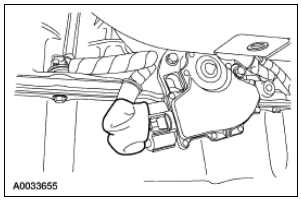


Item 6: Transmission Range TR Sensor Electrical Connector Removal Note

1. Remove and discard the tie strap from the digital TR sensor connector boot.



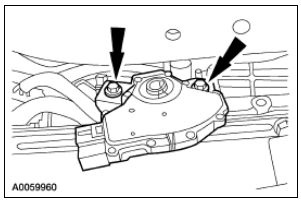
2. Slide the rubber boot back and disconnect the digital TR sensor connector.



Item 8: Transmission Range TR Sensor Installation Note

1. ⚠ **CAUTION: The digital transmission range sensor must fit flush against the boss on the case to prevent damage to the sensor.**

   Install the digital TR sensor and loosely install the screws.

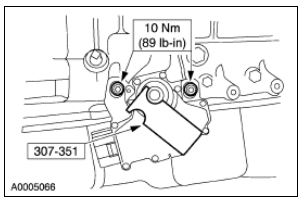


Item 7: Transmission Range TR Sensor Screws Installation Note

1. ⚠ **CAUTION: Tightening one screw before tightening the other may cause the sensor to bind or become damaged.**

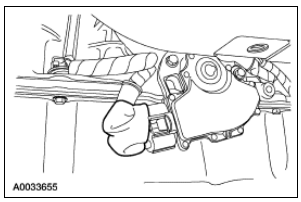
   NOTE: The manual lever must be in the NEUTRAL position.

Using the special tool, align the digital TR sensor and tighten the screws in an alternating sequence.

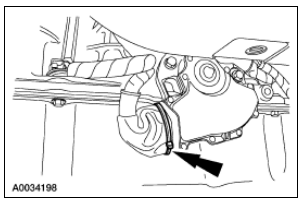


Item 6: Transmission Range TR Sensor Electrical Connector Installation Note

1. Reconnect the digital TR sensor electrical connector.

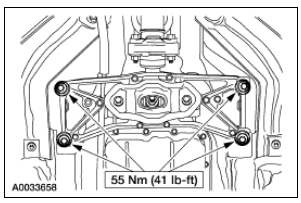


2. Slide the boot over the digital TR sensor connector and install a tie strap.



Item 3: Transmission Support Screws Installation Note

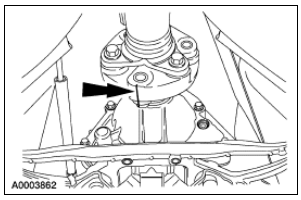
1. Install the rear support screws.



Item 1: Output Shaft Flange Coupler Installation Note

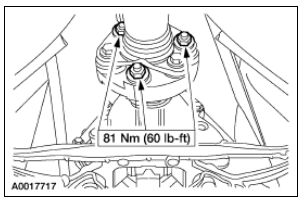
1. ⚠ **CAUTION: Align the index marks or a driveshaft imbalance can occur.**

   Align the index marks on the companion flange made during removal and position the driveshaft in place.



2. ⚠ **CAUTION: Install the bolts, washers, and nuts in their original position or driveshaft imbalance can occur. Install the driveshaft flex coupling bolts with the head of the bolt seated against the flange, and the nuts seated against the flex coupling.**

Install the three nuts, washers and bolts.



Reverse Servo Assembly

Printable View (219 KB)

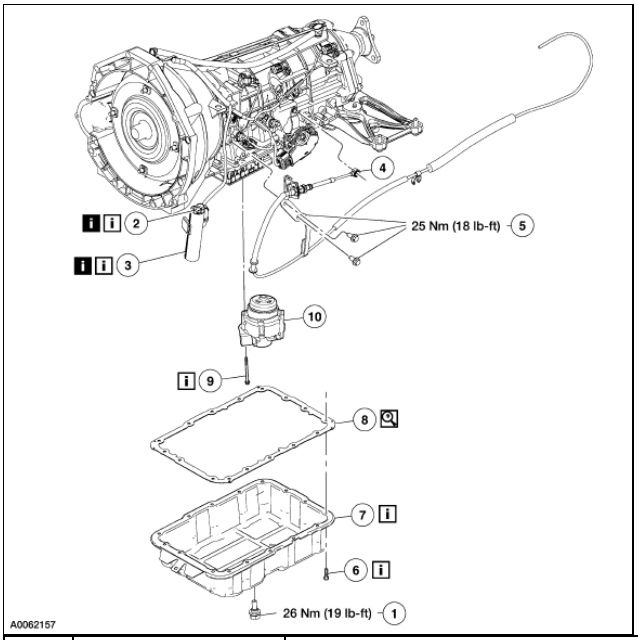
Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

Removal and Installation

NOTE: The transmission fluid pan gasket is reusable. Clean and inspect for damage. If not damaged, the gasket should be reused.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



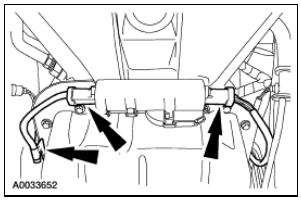
Item	Part Number	Description
1	7A194	Transmission fluid pan drain plug
2		Heated oxygen sensor electrical connector (part of 9F472) Removal Note
2		Heated oxygen sensor electrical connector (part of 9F472) Installation Note
3		Heated oxygen sensor electrical connector retainer (part of 9F472)

		Removal Note
3		Heated oxygen sensor electrical connector retainer (part of 9F472) Installation Note
4	7E395	Transmission selector lever cable eyelet
5	7B229	Transmission selector lever cable screws and bracket
6	W500213-S309	Transmission fluid pan screws Installation Note
7	7A194	Transmission fluid pan Installation Note
8	7A191	Transmission fluid pan gasket
9	W7022359-S309	Reverse servo screws Installation Note
10	7B193	Reverse servo

4. Partially fill the transmission. For additional information, refer to Transmission Fluid Drain and Refill Without Torque Converter Drain Plug in this section.

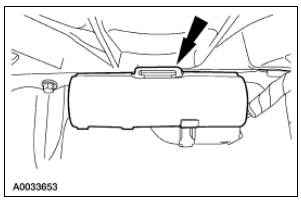
Item 2: Heated Oxygen Sensor Electrical Connector Removal Note

1. Disconnect the heated oxygen sensor connector and remove the sensor wire retaining clip from the right side of the transmission pan rail.



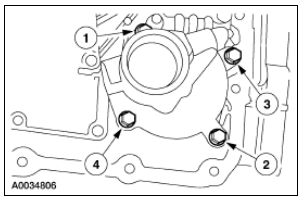
Item 3: Heated Oxygen Sensor Electrical Connector Retainer Removal Note

1. Remove the heated oxygen sensor connector from the front of the transmission pan rail.



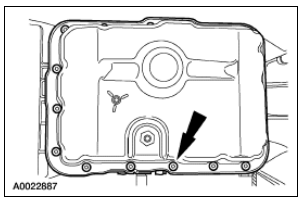
Item 9: Reverse Servo Screws Installation Note

1. Install the reverse servo. Tighten the screws in the sequence shown in two stages.
    - Stage 1: Tighten screws to 5 Nm (44 lb-in).
    - Stage 2: Tighten screws to 11 Nm (8 lb-ft).



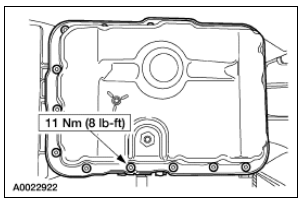
Item 7: Transmission Fluid Pan Installation Note

1. Install the transmission fluid pan and gasket, and loosely install the screws.



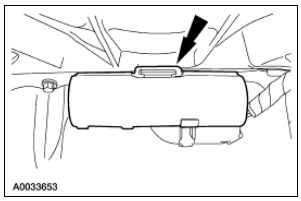
Item 6: Transmission Fluid Pan Screws Installation Note

1. Tighten the screws in a crisscross sequence.



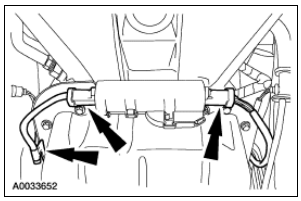
Item 3: Heated Oxygen Sensor Electrical Connector Retainer Installation Note

1. Install the heated oxygen sensor connector from the front of the transmission pan rail.



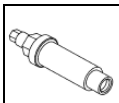
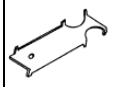
Item 2: Heated Oxygen Sensor Connector Installation Note

1. Connect the heated oxygen sensor connector and install the sensor wire retaining clip to the right side of the transmission pan rail.



Park System Printable View (912 KB)

Special Tool(s)

 ST2440-A	Installer, Drive Pinion Flange 205-479
ST2416-A	Installer, Output Shaft Flange 307-404
ST2415-A	Remover, Output Shaft Flange 307-408
 ST1633-A	Alignment Gauge, TR Sensor 307-351 (T97L-70010-A)

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

Removal

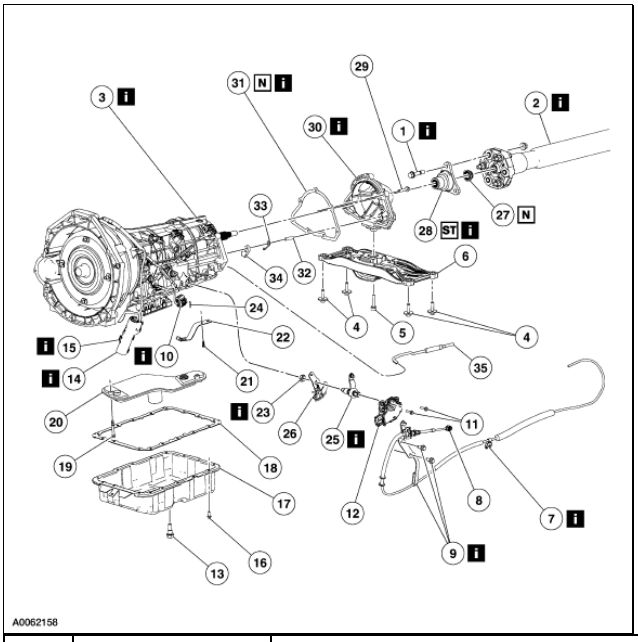
NOTE: If damage to the park gear is found, the transmission must be removed and disassembled to install a new park gear.

NOTE: The park pawl, park pawl return spring and the park pawl shaft may fall out when removing the extension housing.

NOTE: The transmission fluid pan gasket is reusable. Clean and inspect. If damage to the gasket is found, a new gasket must be installed.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W701357-S309	Output shaft flange coupler Removal Note
2	4817	Driveshaft Removal Note
3	7000	Transmission assembly Removal Note
4	W704971-S426	Transmission support outer screws
5	W705966-S426	Transmission support center screw
6	6A023	Transmission support
7	7E395	Shift cable retainer Removal Note
8	7E395	Transmission selector lever cable eyelet
9	7B229	Transmission selector lever cable screws and bracket Removal Note
10	14A646	Transmission range TR sensor electrical connector Removal Note
11	W500015-309	Transmission range TR sensor screws
12	7F293	Transmission range TR sensor
13	7A194	Transmission fluid pan drain plug
14		Heated oxygen sensor electrical connector (part of 9F472) Removal Note
15		Heated oxygen sensor electrical connector retainer (part of 9F472) Removal Note
16	W500213-S309	Transmission fluid pan screws
17	7A194	Transmission fluid pan
18	7A191	Transmission fluid pan gasket
19	W500106-S300	Transmission fluid pan filter screws

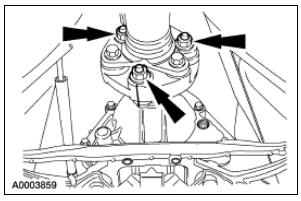
20	7A098	Transmission fluid pan filter
21	W500102-S300	Manual valve detent spring screw
22	7E332	Manual valve detent spring
23	W703001-S309	Manual control lever inner nut Removal Note
24	7B210	Manual control lever shaft retaining pin
25	7C493	Manual control lever shaft Removal Note
26	7A115	Manual control valve detent inner lever
27	W701357-S309	Output shaft flange nut
28	7089	Output shaft flange Removal Note
29	W500311-S309	Extension housing screws
30	7A039	Extension housing Removal Note
31	7086	Extension housing gasket Removal Note
32	7D071	Parking pawl return spring shaft
33	7D070	Parking pawl return spring
34	7A441	Parking pawl
35	7A232	Parking pawl actuating rod

Item 1: Output Shaft Flange Coupler Removal Note

1. **⚠ CAUTION: Index-mark (color paint) the bolts, washers, nuts and the flex coupling to the transmission flange to make sure they are installed in the same location. Components that are not assembled in their original location can cause driveshaft imbalance.**

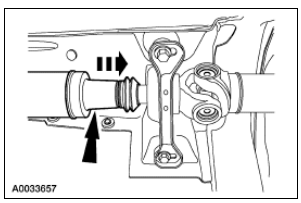
   ⚠ CAUTION: Do not remove the bolts retaining the flex coupling to the driveshaft.

   Index-mark the front driveshaft pinion flange. Remove the three nuts, washers and bolts.



Item 2: Driveshaft Removal Note

1. Slide the front shaft assembly rearward and support.



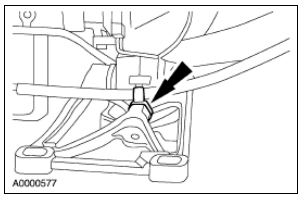
Item 3: Transmission Assembly Removal Note

1. ⚠ **WARNING: Secure the transmission to the transmission jack with a safety chain. Failure to follow these instructions may result in personal injury.**

   Using a suitable transmission jack, support the transmission.

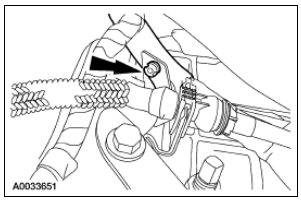
Item 7: Shift Cable Retainer Removal Note

1. Disconnect the shift cable from the transmission support.

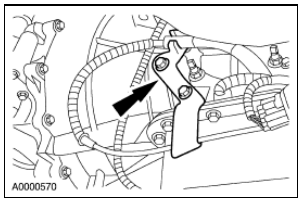


Item 9: Transmission Selector Lever Cable Screws and Bracket Removal Note

1. Disconnect the wire harness from the top of the transmission shift cable bracket.

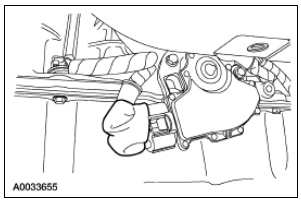


2. Remove the shift cable and bracket.

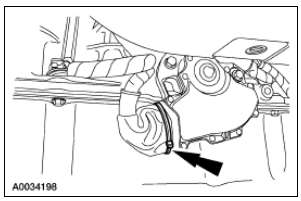


Item 10: Transmission Range TR Sensor Electrical Connector Removal Note

1. Reconnect the digital TR sensor electrical connector.

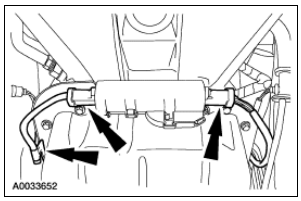


2. Slide the boot over the digital TR sensor connector and install a tie strap.



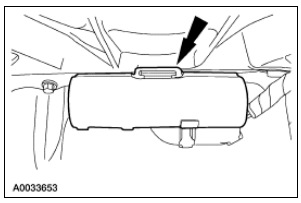
Item 14: Heated Oxygen Sensor Electrical Connector Removal Note

1. Disconnect the heated oxygen sensor connector and remove the sensor wire retaining clip from the right side of the transmission pan rail.



Item 15: Heated Oxygen Sensor Electrical Connector Retainer Removal Note

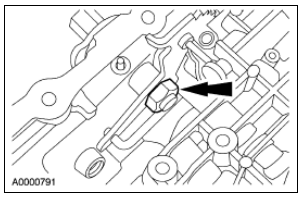
1. Remove the heated oxygen sensor connector from the front of the transmission pan rail.



Item 23: Manual Control Lever Inner Nut Removal Note

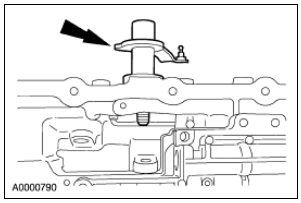
1. ⚠ **CAUTION: To avoid damage, make sure the wrench does not strike the manual valve inner lever pin.**

   Remove the manual valve inner nut.

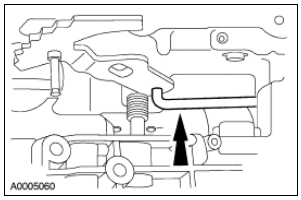


Item 25: Manual Control Lever Shaft Removal Note

1. Partially remove the manual control lever.

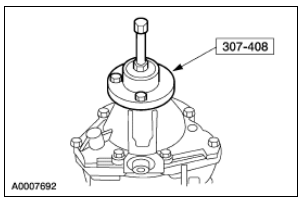


2. Disconnect the manual valve inner lever from the parking lever actuating rod.



Item 28: Output Shaft Flange Removal Note

1. Using the special tool, remove the output shaft flange.

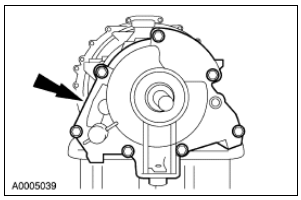


Item 30: Extension Housing Removal Note

1. **NOTE:** If damage to the park gear is found, the transmission will have to be removed and disassembled.

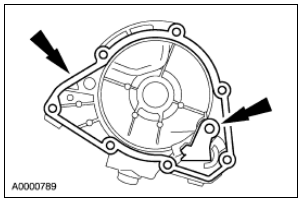
   NOTE: The parking pawl, parking pawl return spring, and parking pawl shaft may fall out during removal of the extension housing.

   Remove the extension housing.



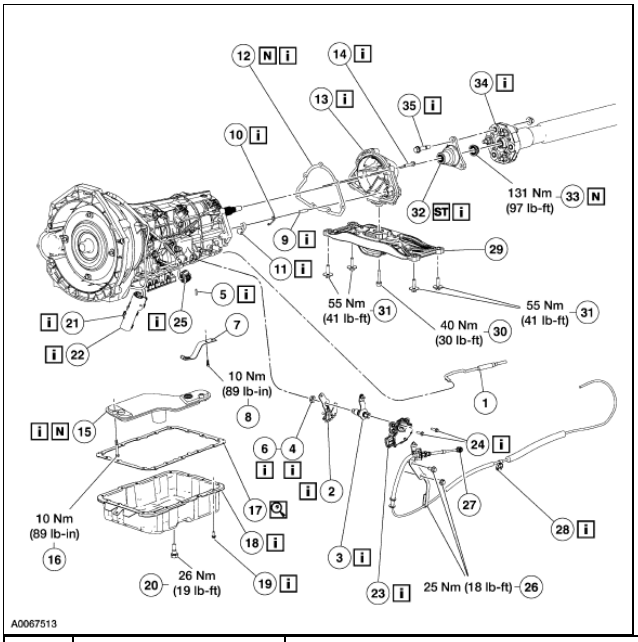
Item 31: Extension Housing Gasket Removal Note

1. Remove and discard the extension housing gasket. Inspect the parking pawl, parking pawl return spring, and parking pawl shaft. Discard any components that are worn or damaged.



Installation

1. Illustration 2 of 2. Assemble the components in the order indicated in the following illustration and table.



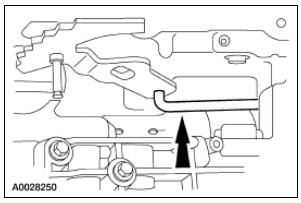
Item	Part Number	Description
1	7A232	Parking pawl actuating rod
2	7A115	Manual control valve detent inner lever Installation Note
3	7C493	Manual control lever shaft Installation Note
4	W703001-S309	Manual control lever inner nut Installation Note
5	7B210	Manual control lever shaft retaining pin Installation Note
6	W703001-S309	Manual control lever inner nut Installation Note
7	7E332	Manual valve detent spring
8	W500102-S300	Manual valve detent spring screw
9	7D071	Parking pawl return spring shaft Installation Note
10	7D070	Parking pawl return spring Installation Note
11	7A441	Parking pawl Installation Note
12	7086	Extension housing gasket Installation Note
13	7A039	Extension housing Installation Note
14	W500311-S309	Extension housing screws Installation Note
15	7A098	Transmission fluid pan filter Installation Note
16	W70559-S300	Transmission fluid pan filter screws
17	7A191	Transmission fluid pan gasket
18	7A194	Transmission fluid pan Installation Note

19	W500213-S1309	Transmission fluid pan screws Installation Note
20	7A194	Transmission fluid pan drain plug
21	9F472	Heated oxygen sensor electrical connector (part of 9F472) Installation Note
22	9F472	Heated oxygen sensor electrical connector retainer (part of 9F472) Installation Note
23	7F293	Transmission range sensor Installation Note
24	W500015-S309	Transmission range sensor screws Installation Note
25	14A646	Transmission range sensor electrical connector Installation Note
26	7B229	Transmission range selector lever cable bracket screws
27	7E395	Transmission selector lever cable eyelet
28	7E395	Shift cable retainer Installation Note
29	6A023	Transmission support
30	W705966-S426	Transmission support center screw
31	W704971-S426	Transmission support outer screws
32	7089	Output shaft flange Installation Note
33	W701357-S309	Output shaft flange nut
34	W701357-S309	Output shaft flange coupler Installation Note
35		Output shaft flange coupler screws Installation Note

2. Partially fill the transmission. For additional information, refer to or Transmission Fluid Drain and Refill Without Torque Converter Drain Plug in this section.

Item 2: Manual Control Valve Detent Inner Lever Installation Note

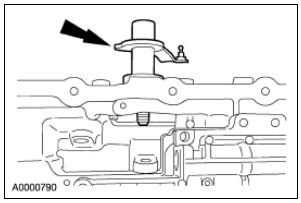
1. Install and assemble the manual valve inner lever and parking lever actuating rod as shown.



Item 3: Manual Control Lever Shaft Installation Note

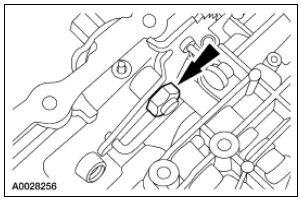
1. ⚠ **CAUTION: Align the flats on the manual valve inner lever with the flats on the manual control lever shaft.**

   Install the manual control lever shaft.



Item 4: Manual Control Lever Inner Nut Installation Note

1. Install the manual valve inner lever onto the manual shaft and loosely install the nut.



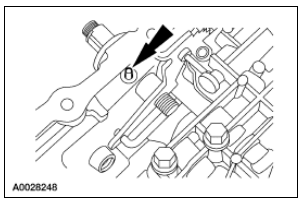
Item 5: Manual Control Lever Shaft Retaining Pin Installation Note

1. ⚠ **CAUTION: Use care not to damage the fluid pan rail surface when installing the retaining pin.**

   NOTE: Align the manual control lever shaft alignment groove with the manual control lever shaft spring pin bore in the transmission case.

   Install the manual control lever shaft spring pin.

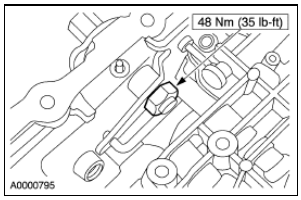
   - Tap the manual control lever shaft spring pin into the transmission case.



Item 6: Manual Control Lever Inner Nut Installation Note

1. ⚠ **CAUTION: To avoid damage, do not allow the wrench to strike the manual valve inner lever pin.**

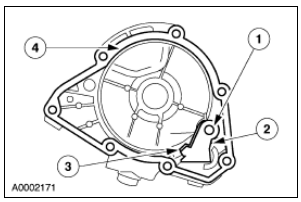
   Tighten the nut.



Items 9, 10, 11 and 12: Parking Pawl Assembly Installation Note

1. Install the parking pawl assembly and gasket.
   1. Install the parking pawl shaft.
   2. Install the parking pawl.
   3. Install the parking pawl return spring.

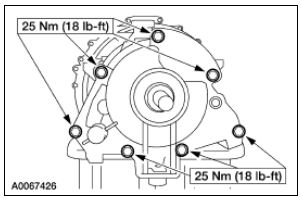
4. Install the gasket.



Items 13 and 14: Extension Housing and Screws Installation Note

1. **⚠ CAUTION: Make sure the parking lever actuating rod is correctly seated into the case parking rod guide cup.**

   Install the extension housing.

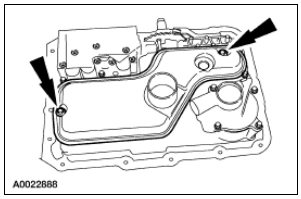


Item 15: Transmission Fluid Pan Filter Installation Note

1. **⚠ CAUTION: Lubricate the fluid filter seals with clean automatic transmission fluid or they may be damaged.**

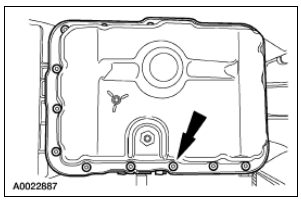
   NOTE: Make sure that the fluid filter seals are correctly seated on the filter.

   Lubricate the seals and install the transmission fluid filter.



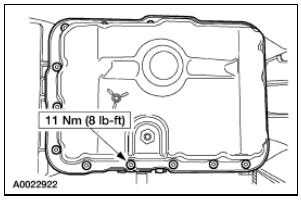
Item 18: Transmission Fluid Pan Installation Note

1. Install the transmission fluid pan and gasket and loosely install the screws.



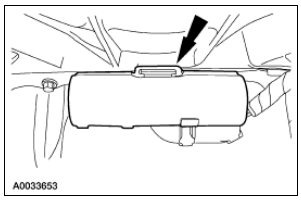
Item 19: Transmission Fluid Pan Screws Installation Note

1. Tighten the screws in a crisscross sequence.



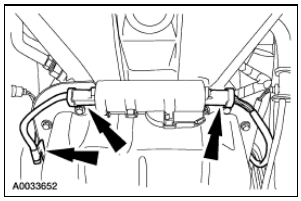
Item 21: Heated Oxygen Sensor Electrical Connector Installation Note

1. Install the heated oxygen sensor connector to the front of the transmission pan rail.



Item 22: Heated Oxygen Sensor Connector Retainer Installation Note

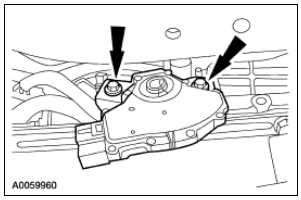
1. Connect the heated oxygen sensor connector and install the sensor wire retaining clip to the right side of the transmission pan rail.



Item 23: Transmission Range Sensor Installation Note

1. ⚠ **CAUTION: The digital transmission range sensor must fit flush against the boss on the case to prevent damage to the sensor.**

   Install the digital transmission range (TR) sensor and loosely install the screws.

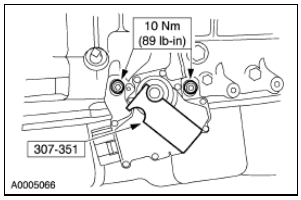


Item 24: Transmission Range Sensor Screws Installation Note

1. ⚠ **CAUTION: Tightening one screw before tightening the other may cause the sensor to bind or become damaged.**

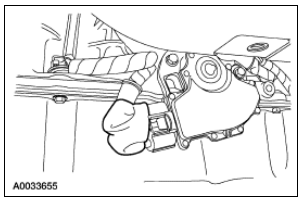
   NOTE: The manual lever must be in the NEUTRAL position.

   Using the special tool, align the digital TR sensor and tighten the screws in an alternating sequence.

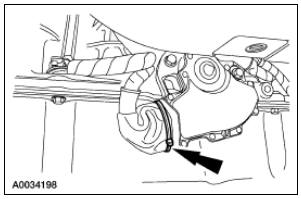


Item 25: Transmission Range Sensor Electrical Connector Installation Note

1. Reconnect the digital TR sensor connector.

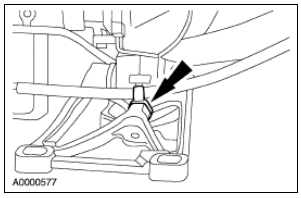


2. Slide the boot over the digital TR sensor connector and install a new tie strap.



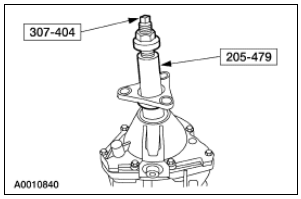
Item 28: Shift Cable Retainer Installation Note

1. Connect the shift cable to the transmission support.



Item 32: Output Shaft Flange Installation Note

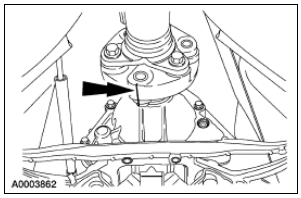
1. Using the special tool, install the output shaft flange.



Item 34: Output Shaft Flange Coupler Installation Note

1. ⚠ **CAUTION: Align the index marks or a driveshaft imbalance can occur.**

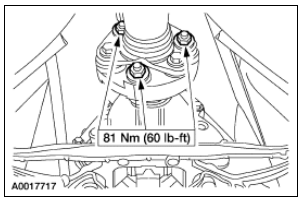
   Align the index marks on the companion flange made during removal and position the driveshaft in place.



Item 35: Output Shaft Flange Coupler Screws Installation Note

1. **⚠ CAUTION: Install the bolts, washers, and nuts in their original position or driveshaft imbalance can occur. Install the driveshaft flex coupling bolts with the head of the bolt seated against the flange, and the nuts seated against the flex coupling.**

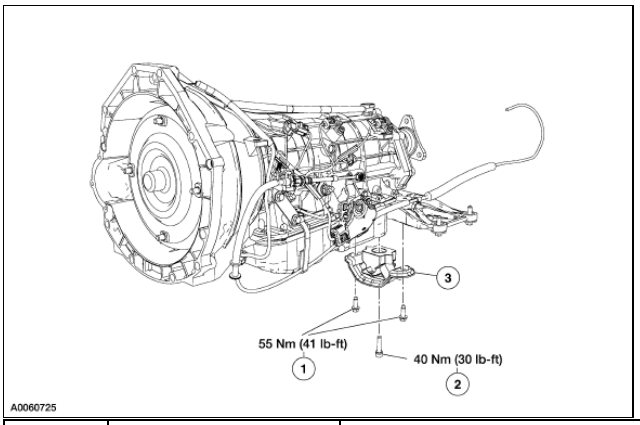
   Install the three nuts, washers and bolts.



Transmission Support Insulator Printable View (88 KB)

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Support the transmission with a transmission jack.
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.

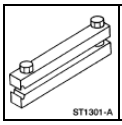


Item	Part Number	Description
1	W704971-S426	Rear transmission mount outer screw
2	W705966-S426	Rear transmission mount center screw
3	6038B	Rear transmission mount

Transmission Fluid Cooler

Printable View (282 KB)

Special Tool(s)

 ST1301-A	Installer, Constant Velocity Joint Boot Clamp 205-343 (T95P-3514-A)

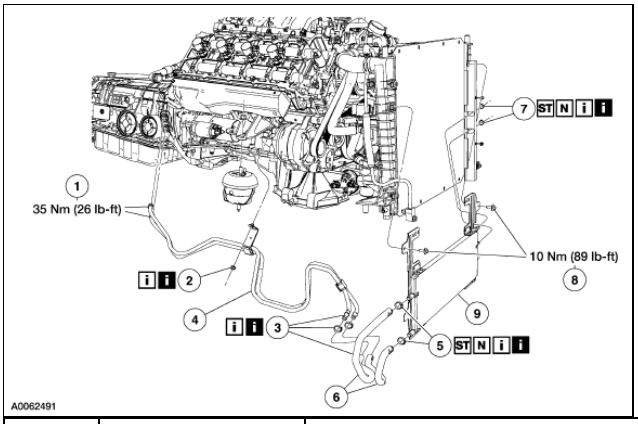
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the A/C condenser. For additional information, refer to Section 412-00 .

3. Remove the components in the order indicated in the following illustration and table. To remove individual components, carry out the following steps.

Component	Steps
Transmission fluid cooler	3, 5, 6, 7, 8 and 9
Transmission fluid cooler hoses	3, 5 and 6
Transmission fluid cooler lines	1, 2, 3 and 4

4. To install, reverse the removal procedure.

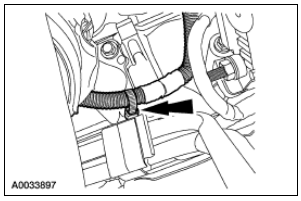


Item	Part Number	Description
1	7A030	Transmission fluid cooler line fittings
2	7N291	Transmission fluid cooler line bracket nut Removal Note
2	7N291	Transmission fluid cooler line bracket nut Installation Note
3	376240-S	Transmission fluid cooler hose clamps Removal Note
3	376240-S	Transmission fluid cooler hose clamps Installation Note
4	7R081	Transmission fluid cooler lines

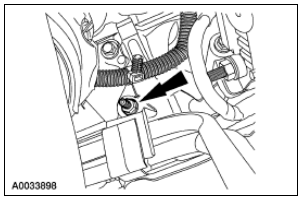
5	376240-S	Transmission fluid cooler hose clamps Removal Note
5	376240-S	Transmission fluid cooler hose clamps Installation Note
6	7B028	Transmission fluid cooler hoses
7	376240-S	Transmission fluid cooler hose clamps Removal Note
7	376240-S	Transmission fluid cooler hose clamps Installation Note
8	N606676-S	Transmission fluid cooler screws
9	7H189	Transmission fluid cooler

Item 2: Transmission Fluid Cooler Line Bracket Nut Removal Note

1. Remove the wire harness retainer from the steel fluid cooling tube support bracket.

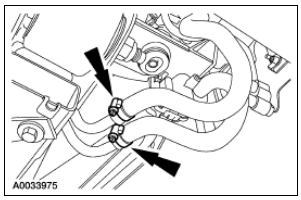


2. Remove the steel fluid cooling tube support bracket.



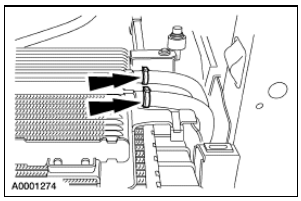
Item 3: Transmission Fluid Cooler Hose Clamps Removal Note

1. Remove the transmission fluid cooler hose clamps.



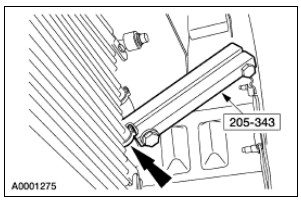
Items 5 and 7: Transmission Fluid Cooler Hose Clamps Removal Note

1. Remove and discard the transmission fluid cooler hose clamps.



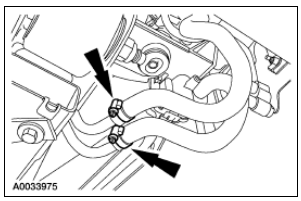
Items 5 and 7: Transmission Fluid Cooler Hose Clamps Installation Note

1. Using the special tool, install new transmission fluid cooler hose clamps.



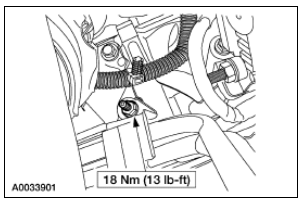
Item 3: Transmission Fluid Cooler Hose Clamps Installation Note

1. Install the transmission fluid cooler hose clamps.

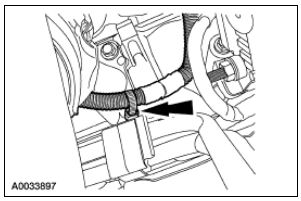


Item 2: Transmission Fluid Cooler Line Bracket Nut Installation Note

1. Install the steel fluid cooling tube support bracket.



2. Install the wire harness retainer to the steel fluid cooling tube support bracket.

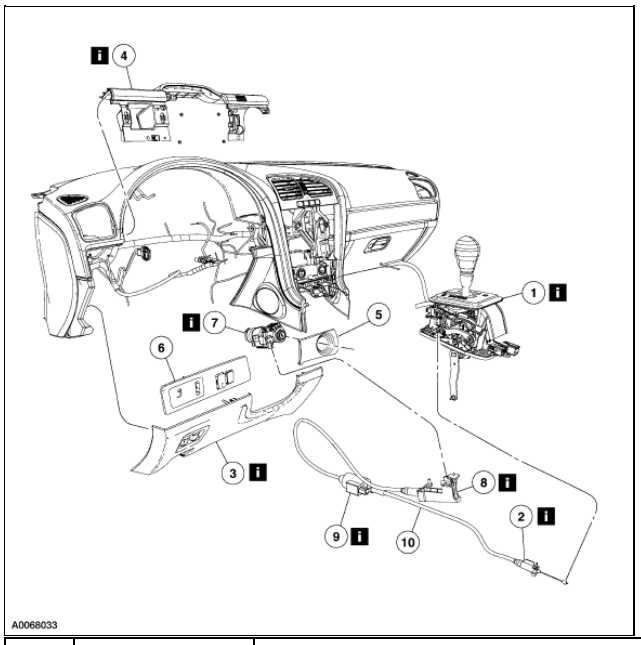


Brake Shift Interlock Actuator

Printable View (388 KB)

Removal and Installation

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Place the range selector lever in the D5 position.
3. Remove the center console. For additional information, refer to Section 501-01 .
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.

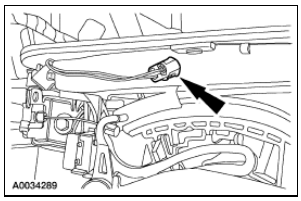


Item	Part Number	Description
1	7E034	Transmission selector lever bezel Removal Note
2	3F719	Transmission brake shift interlock actuator Removal Note
3		Instrument panel steering column cover Removal Note
4		Lower reinforcement panel Removal Note
5	7G550	Ignition switch finish panel
6	7E395	Instrument panel finish panel
7	14A646	Ignition switch Removal Note
8	14A646	Brake shift interlock actuator Removal Note
9		

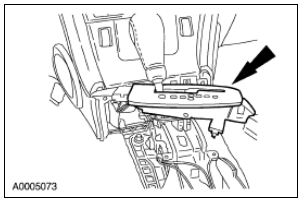
		Brake shift interlock actuator electrical connector Removal Note
10		Brake shift interlock actuator cable

Item 1: Transmission Selector Lever Bezel Removal Note

1. Remove the PRNDL indicator bulb.

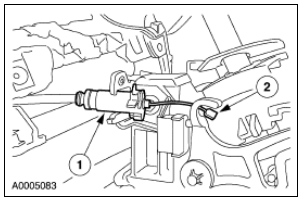


2. Rotate the shifter bezel out of the way.



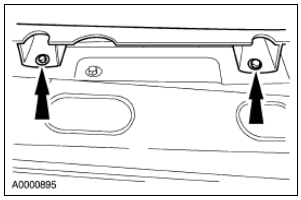
Item 2: Transmission Brake Shift Interlock Actuator Removal Note

1. Disconnect the cable from the lever.
    1. Remove the shift interlock cable from the bracket.
    2. Disconnect the cable from the lever.

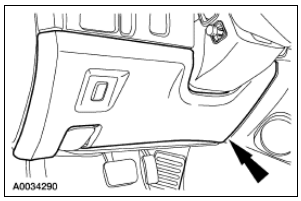


Item 3: Instrument Panel Steering Column Cover Removal Note

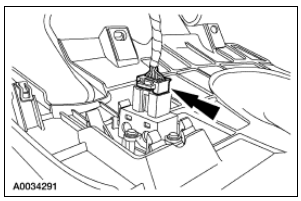
1. Remove the lower steering column cover push pins.



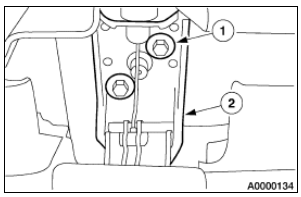
2. Remove the instrument panel steering column cover.



3. Disconnect the electrical connector.

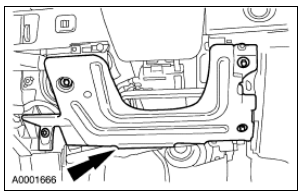


4. Position the hood release cable and bracket aside.
    1. Remove the screws.
    2. Position the hood release cable and bracket aside.



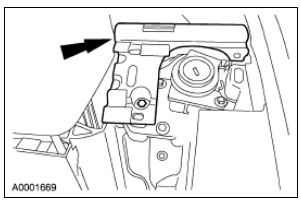
Item 4: Lower Reinforcement Panel Removal Note

1. Remove the lower reinforcement panel.

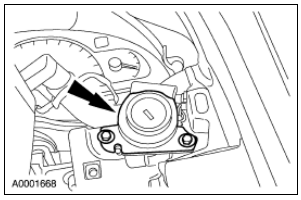


Item 7: Ignition Switch Removal Note

1. Remove the inner trim support panel.

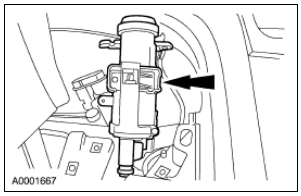


2. Remove the ignition switch
    - Remove the screws.
    - Remove the ignition switch.



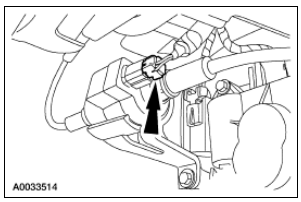
Item 8: Brake Shift Interlock Actuator Removal Note

1. Remove the screws for the brake shift interlock actuator cable.



Item 9: Brake Shift Interlock Actuator Electrical Connector Removal Note

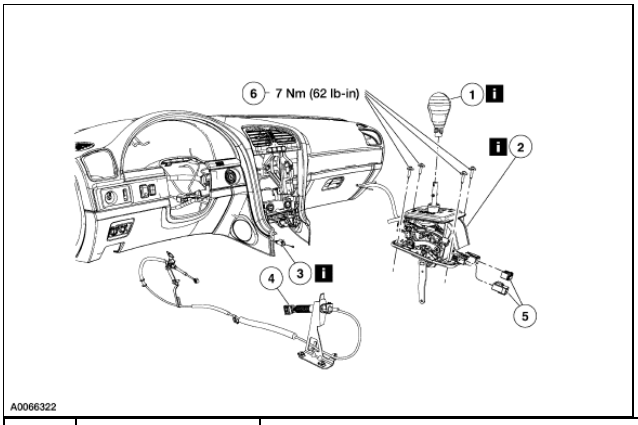
1. Disconnect the electrical connector from the brake shift interlock actuator cable.



Transmission Selector Lever Printable View (190 KB)

Removal and Installation

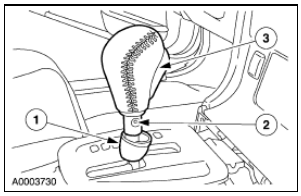
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Place the range selector lever in the D5 position.
3. Remove the center console. For additional information, refer to Section 501-01 .
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	7L010	Transmission selector lever handle Removal Note
2	7E034	Transmission selector lever bezel Removal Note
3	3F719	Transmission brake shift interlock actuator Removal Note
4	7E395	Transmission selector lever cable
5	15A808	Transmission selector lever electrical connector
6	7C453	Transmission selector lever assembly

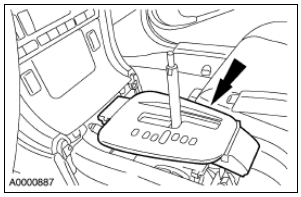
Item 1: Transmission Selector Lever Handle Removal Note

1. Remove the handle and cover.
    1. Slide the cover down.
    2. Remove the two screws.
    3. Remove the handle and the cover.

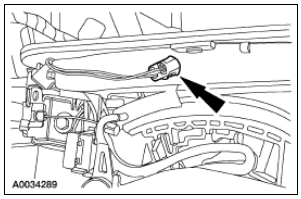


Item 2: Transmission Selector Lever Bezel Removal Note

1. Remove the shifter bezel out of the way.

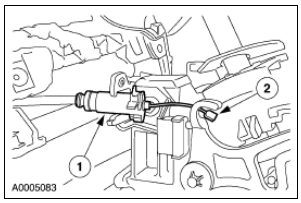


2. Remove the PRNDL indicator bulb.



Item 3: Transmission Brake Shift Interlock Actuator Removal Note

1. Disconnect the cable from the lever.
    1. Remove the shift interlock cable from the bracket.
    2. Disconnect the cable from the lever.

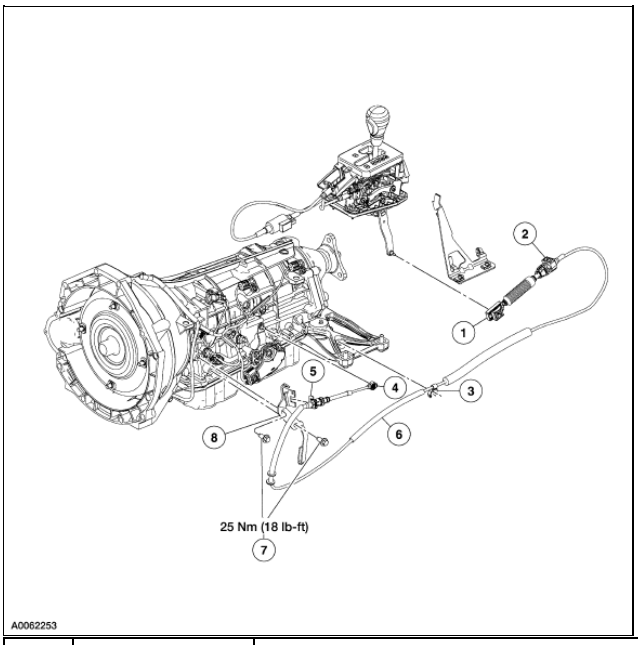


Transmission Selector Cable

Printable View (141 KB)

Removal and Installation

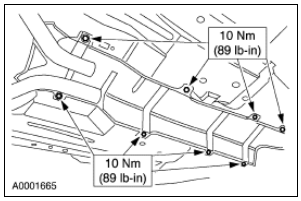
1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Place the range selector lever in the D5 position.
3. Remove the center console. For additional information, refer to Section 501-01 .
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	7E395	Transmission selector lever cable eyelet
2	7E395	Transmission selector lever cable retainer
3	7E395	Transmission selector lever cable retainer
4	7E395	Transmission selector lever cable eyelet
5	7E395	Transmission selector lever cable retainer
6	7E395	Transmission selector lever cable
7	N605918-S	Transmission selector lever cable bracket screws
8	7B229	Transmission selector lever cable bracket

6. **NOTE:** It is not necessary to remove the exhaust.

   Remove the bolts that retain the exhaust heat shield in place and lower the shield onto the exhaust.



7. After installing the shift cable, it will be necessary to adjust the shift cable. For additional information, refer to Selector Lever Cable Adjustment in this section.

Transmission Printable View (457 KB)

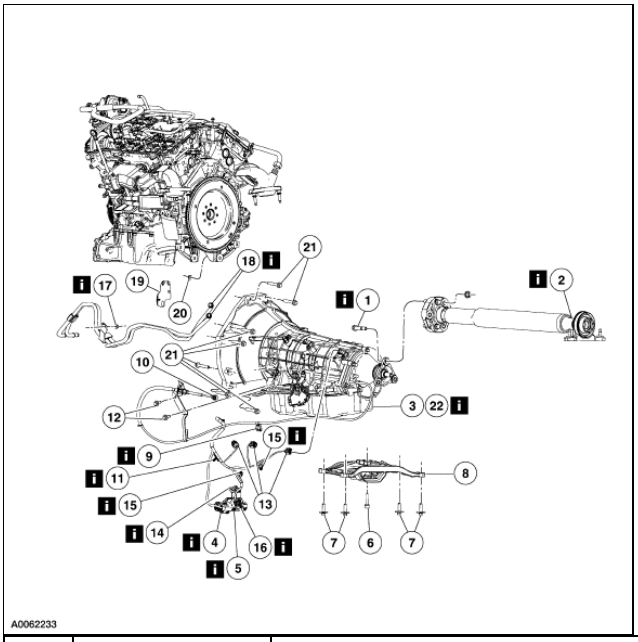
⚠ WARNING: Secure the transmission to the transmission jack with a safety chain. Failure to follow these instructions can result in personal injury.

NOTE: When the battery has been disconnected and reconnected, some abnormal drive symptoms can occur while the vehicle relearns its adaptive strategy. The customer needs to be notified that they can experience slightly different upshifts either (soft or firm) and that this is a temporary condition and will eventually return to normal operating condition.

NOTE: If transmission disassembly or installation of a new transmission is necessary, drain the transmission fluid. Install the drain plug when finished.

NOTE: If the transmission is to be removed for an extended period of time, support the engine with a safety stand and a wood block.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Remove the complete exhaust system and front heat shields. For additional information, refer to Section 309-00 .
4. Remove the components in order indicated in the following illustration and table.



Item	Part Number	Description
1	W701357-S309	Output shaft flange coupler Removal Note
2	4817	Driveshaft Removal Note
3	7000	Transmission assembly

		Removal Note
4	9F472	Heated oxygen sensor electrical connector Removal Note
5	9F472	Heated oxygen sensor electrical connector retainer Removal Note
6	W705966-S426	Transmission support center screw
7	W704971-S426	Transmission support outer screws
8	6A023	Transmission support
9	7E395	Cable retainer Removal Note
10	7E395	Transmission selector lever cable eyelet
11		Wire harness retainer Removal Note
12	7B229	Transmission selector lever cable screws and bracket
13	14A464	Speed sensor connector
14	7C078	Solenoid body harness electrical connector Removal Note
15	14A464	Wire harness retainers Removal Note
16	14A646	Transmission range TR sensor electrical connector Removal Note
17	7A030	Fluid cooler tube bracket Removal Note
18	7A030	Fluid cooler tube nuts Removal Note
19	6C070	Torque converter access cover
20	W705443-S	Torque converter nuts
21	W500128-S	Bell housing screws
22	7000	Transmission assembly Removal Note

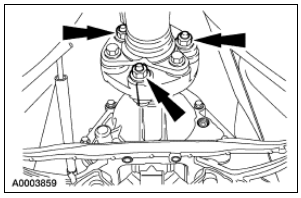
5. If contamination is present, backflush and clean the transmission fluid cooler. For additional information, refer to Transmission Fluid Cooler Backflushing and Cleaning in this section.

Item 1: Output Shaft Flange Coupler Removal Note

1. **⚠ CAUTION: Index-mark (color paint) the bolts, washers, nuts and the flex coupling to the transmission flange to make sure they are installed in the same location. Components that are not assembled in their original location can cause driveshaft imbalance.**

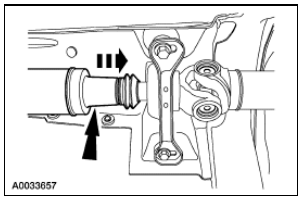
   ⚠ CAUTION: Do not remove the bolts retaining the flex coupling to the driveshaft.

   Index-mark the front driveshaft pinion flange. Remove the three nuts, washers and bolts.



Item 2: Driveshaft Removal Note

1. Slide the front shaft assembly rearward and support.



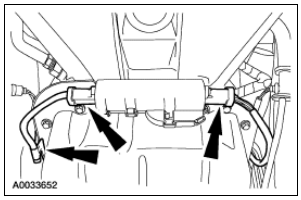
Item 3: Transmission Assembly Removal Note

1. ⚠ **WARNING: Secure the transmission to the transmission jack with a safety chain. Failure to follow these instructions may result in personal injury.**

   Using a suitable transmission jack, support the transmission.

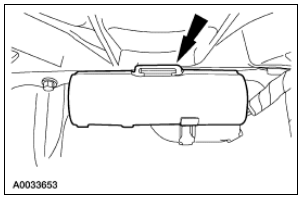
Item 4: Heated Oxygen Sensor Electrical Connector Removal Note

1. Disconnect the heated oxygen sensor connector and remove the sensor wire retaining clip from the right side of the transmission pan rail.



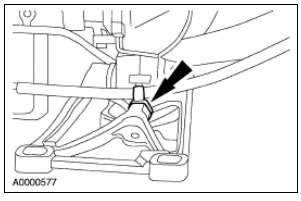
Item 5: Heated Oxygen Sensor Electrical Connector Retainer Removal Note

1. Remove the heated oxygen sensor connector from the front of the transmission pan rail.



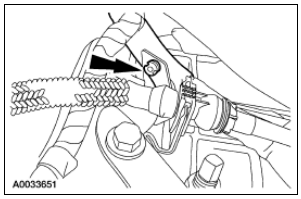
Item 9: Cable Retainer Removal Note

1. Disconnect the shift cable retainer



Item 11: Wire Harness Retainer Removal Note

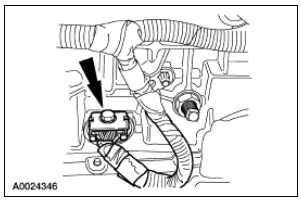
1. Disconnect the wire harness from the top of the transmission shift cable bracket.



Item 14: Solenoid Body Harness Electrical Connector Removal Note

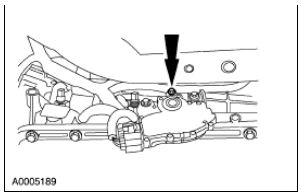
1. **NOTE:** Clean the area around connector to prevent contamination of the solenoid body connector.

   Remove the screw from the solenoid body connector and disconnect the connector.



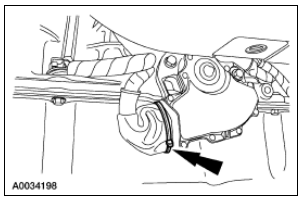
Item 15: Wire Harness Retainers Removal Note

1. Disconnect the wire harness retainers.

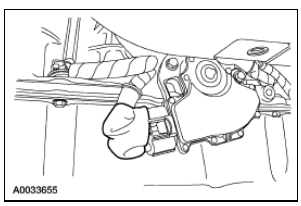


Item 16: Transmission Range TR Sensor Electrical Connector Removal Note

1. Remove and discard the tie strap from the digital TR sensor connector boot.

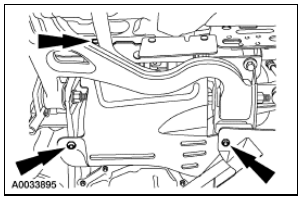


2. Slide the rubber boot back and disconnect the digital TR sensor connector.

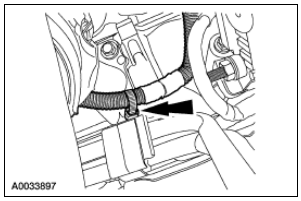


Item 17: Fluid Cooler Tube Bracket Removal Note

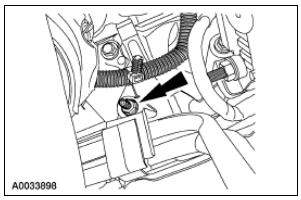
1. Remove the screws and pushpins then remove the splash shield.



2. Disconnect the wire harness from the cooler line bracket.



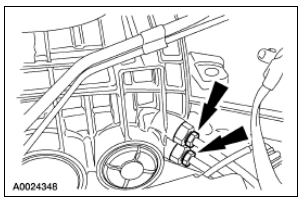
3. Disconnect the transmission cooler line bracket.



Item 18: Fluid Cooler Tube Nuts Removal Note

1. ⚠ **CAUTION: Do not damage the cooler tubes. Hold the transmission case fittings with a wrench.**

   Disconnect the transmission cooler tubes.

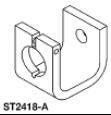
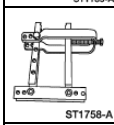
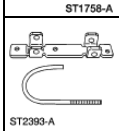
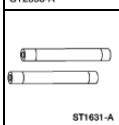
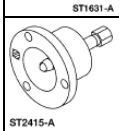


Item 22: Transmission Assembly Removal Note

1. Carefully lower the transmission from the vehicle. Make sure the transmission fluid cooler and cooler lines are cleaned at this time.

Transmission Printable View (1488 KB)

Special Tool(s)

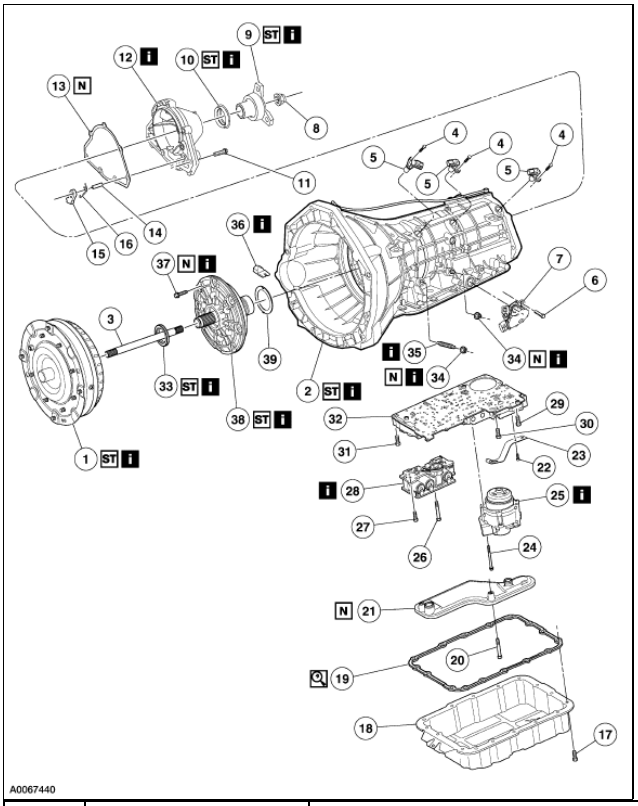
ST2417-A	Remover, Input Shaft Oil Seal 308-375
 ST2418-A	Remover, Transmission Fluid Pump 307-397
ST1186-A	Holding Fixture, Transmission 307-003 (T57L-500-B)
ST1185-A	Slide Hammer 100-001 (T50T-100-A)
 ST1758-A	Remover, Torque Converter Fluid Seal 307-309 (T94P-77001-BH)
 ST2393-A	Compressor, Servo Cover 307-402
 ST1631-A	Handle, Torque Converter 307-091 (T81P-7902-C)
 ST2415-A	Remover, Output Shaft Flange 307-408

⚠ CAUTION: The screws are not reusable for assembly. Discard the screws. If the screws are reused, the housing may become separated from the transmission.

NOTE: The transmission fluid pan gasket is reusable. Clean and inspect the gasket for damage. If not damaged, the gasket should be reused.

NOTE: Tag and identify all parts for reassembly.

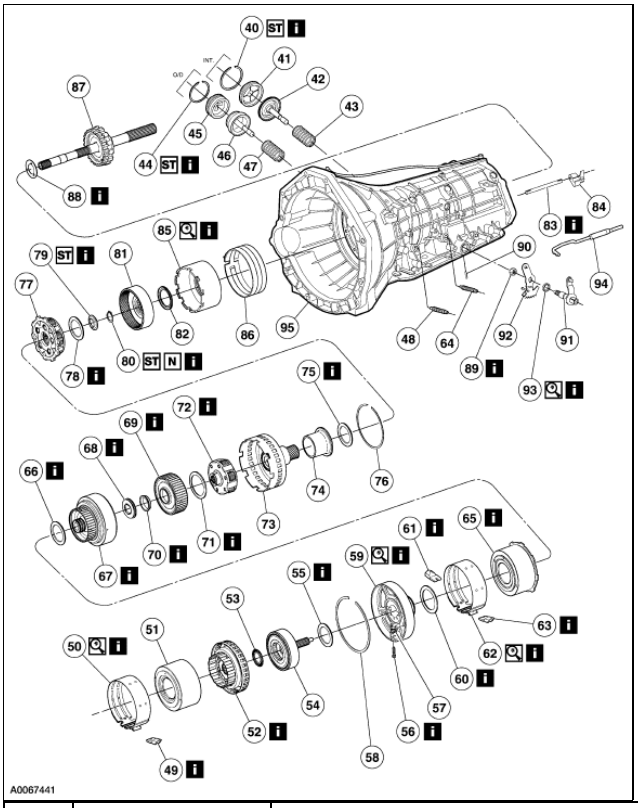
1. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	7902	Torque converter Disassembly Note
2	7005	Transmission Disassembly Note
3	7060	Input shaft
4	W702981-S300	Speed sensor screw
5	7H103	Speed sensor
6	W500015-S309	Transmission range sensor screws
7	7F293	Transmission range sensor
8	W701357-S309	Output shaft flange nut
9	7089	Output shaft flange Disassembly Note
10	7052	Output shaft seal Disassembly Note
11	W500311-S309	Extension housing screws
12	7A309	Extension housing Disassembly Note
13	7086	Extension housing gasket
14	7D071	Parking pawl shaft
15	7A441	Parking pawl
16	7D070	Parking pawl return spring
17	W500213-S1309	Transmission fluid pan screws
18	7A194	Transmission fluid pan
19	7A191	Transmission fluid pan gasket
20	W705559-S300	Transmission fluid pan filter screws
21	7A098	Transmission fluid pan filter

22	W500100-S300	Manual valve detent spring screw
23	7E332	Manual valve detent spring
24	W702359-S309	Reverse servo piston screws
25	7B193	Reverse servo piston Disassembly Note
26	W703189-S430	Solenoid body screw
27	W702921-S300	Solenoid body screw
28	7G391	Solenoid body Disassembly Note
29	W500102-S1300	Main control valve body screws (18 req'd)
30	W702791-S300	Main control valve body screws (1 req'd)
31	W706672-S300	Main control valve body screw (1 req'd)
32	7A100	Main control valve body
33	7A248	Front pump fluid seal Disassembly Note
34	71000-S100	Band adjusting locknut Disassembly Note
35	7C492	Band adjusting screw Disassembly Note
36	7D029	Band anchor strut Disassembly Note
37	W704892-S300	Front pump screws Disassembly Note
38	7A103	Front pump Disassembly Note
39	7D014	Front pump support thrust washer No. 1

2. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
40	W702777-S300	Intermediate servo retaining ring Disassembly Note
41	7D027	Intermediate servo cover
42	7D021	Intermediate servo piston and rod
43	7D028	Intermediate servo piston spring
44	7H074	Overdrive servo cover retaining ring Disassembly Note
45	7D027	Overdrive servo cover
46	7D021	Overdrive servo piston and rod
47	7D028	Overdrive servo piston spring
48	7C492	Band adjusting screw
49	7D029	Band strut Disassembly Note
50	7D034	Intermediate overdrive band Disassembly Note
51	7L669	Overdrive brake drum
52	7B446	Overdrive planetary gear carrier Disassembly Note
53	7L495	Overdrive planetary thrust bearing
54	7L678	Hub and ring gear
55	7M153	Center shaft and forward clutch cylinder bearing assembly No.3 Disassembly Note
56	E804373-S	Center support bolt Disassembly Note
57	E826160-S76	Center support nut and cage assembly

58	W702465-S300	Retaining ring
59	7A130	Center support assembly Disassembly Note
59	7A130	Center support assembly Inspection Note
60	7D014	Intermediate clutch drum bearing (select fit) No. 4 Disassembly Note
61	7D029	Band anchor strut Disassembly Note
62	7D034	Intermediate band Disassembly Note
63	7D029	Band apply strut Disassembly Note
64	7C492	Band adjusting screw
65	7D044	Intermediate brake drum assembly Disassembly Note
66	7M153	Center shaft and forward clutch cylinder bearing assembly No. 5 Disassembly Note
67	7A360	Forward clutch cylinder assembly Disassembly Note
68	7D234	Forward ring gear hub thrust bearing No. 6A Disassembly Note
69	7D392	Forward ring gear and hub assembly Disassembly Note
70	7D090	Forward clutch hub thrust washer No. 6B Disassembly Note
71	7F374	Forward planetary thrust bearing assembly No. 7 Disassembly Note
72	7A398	Forward planet assembly Disassembly Note
73	7A019	Shell and sun gear assembly
74	7C167	Low and reverse gear spacer
75	7M153	Center shaft and forward clutch cylinder bearing assembly No. 8 Disassembly Note
76	W702775-S300	Reverse carrier drum snap ring
77	7D006	Reverse planet assembly
78	7M153	Center shaft and forward clutch cylinder bearing assembly No. 9 Disassembly Note
79	7B176	Output shaft sleeve Disassembly Note
80	E860527-S	Output shaft retaining ring Disassembly Note
81	7D163	Output shaft ring gear

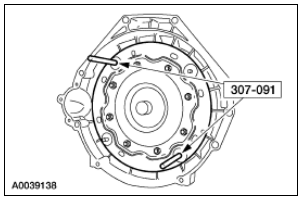
82	7H027	Low/intermediate sun gear bearing assembly
83	7D433	Reverse band actuating lever shaft Disassembly Note
84	7A179	Reverse brake drum lever assembly
85	7C498	Reverse brake drum and clutch assembly Disassembly Note
85	7C498	Reverse brake drum and clutch assembly Inspection Note
86	7D095	Reverse band assembly
87	7060	Output shaft
88	7B368	Output shaft thrust washer Disassembly Note
89	W703001-S309	Manual control lever inner nut Disassembly Note
90	7B210	Manual control lever shaft retaining pin
91	7A256	Manual control lever shaft
92	7A115	Manual valve inner lever
93	7B498	Manual control lever shaft seal Disassembly Note
94	7A232	Parking pawl actuating rod
95	7005	Transmission case

Item 1: Torque Converter Disassembly Note

1. ⚠ **WARNING: The torque converter is heavy, especially when full of fluid.**

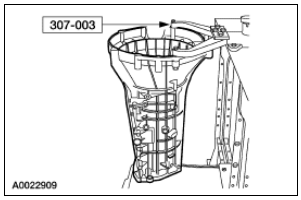
   NOTE: If not installing a new torque converter, leave the adapter plate screwed to the torque converter.

   Using the special tools, remove the torque converter and adapter plate as an assembly.



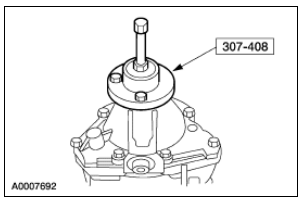
Item 2: Transmission Disassembly Note

1. Using the special tool, install the transmission into the bench with the torque converter housing facing up.



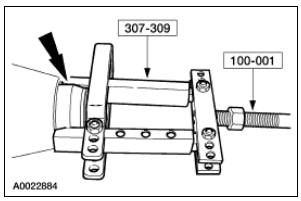
Item 9: Output Shaft Flange Disassembly Note

1. Using the special tool, remove the output shaft flange.



Item 10: Output Shaft Seal Disassembly Note

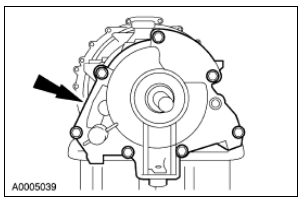
1. Using the special tools, remove the extension housing seal.



Item 12: Extension Housing Disassembly Note

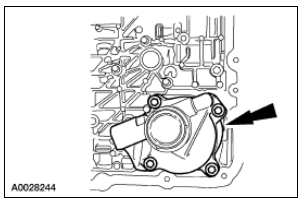
1. ⚠ **CAUTION: The parking pawl, parking pawl return spring and parking pawl shaft could fall out during removal of the extension housing.**

   Remove the extension housing.



Item 25: Reverse Servo Piston Disassembly Note

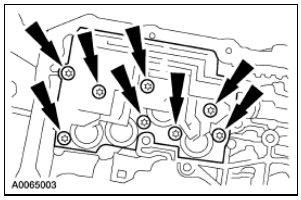
1. ⚠ **WARNING: The upper and lower servo covers are under spring tension. Use care when removing the piston and cover assembly. Failure to follow these instructions may result in personal injury.**



Item 28: Solenoid Body Disassembly Note

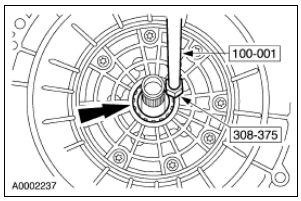
1. ⚠ **CAUTION: Do not damage solenoid body connector pins.**

   Remove the solenoid body assembly by lifting on the body and pushing the connector from the other side of the case.



Item 33: Front Pump Fluid Seal Disassembly Note

1. Using the special tools, remove the converter hub seal.

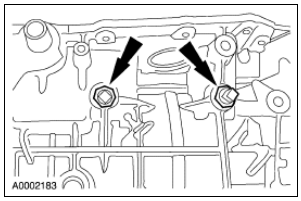


Items 34 and 35: Band Adjusting Locknut and Screw Disassembly Note

1. **⚠ CAUTION: Failure to loosen the OD band adjusting screw prior to pump removal may cause damage to the pump and OD band.**

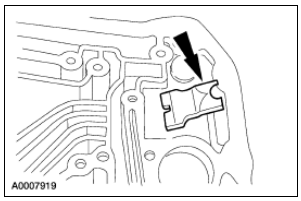
   ⚠ CAUTION: Throw the locknuts away. The locknuts are not reusable for assembly.

   Remove the locknuts, and loosen the OD band adjusting screw.



Item 36: Band Anchor Strut Disassembly Note

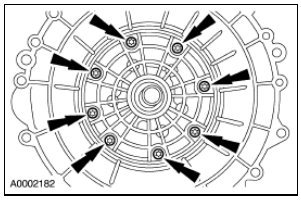
1. Remove and tag part for assembly.



Item 37: Front Pump Screws Disassembly Note

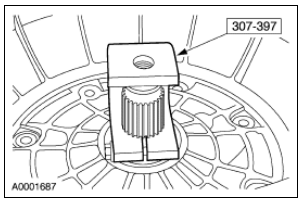
1. **⚠ CAUTION: The screws are not reusable for assembly. Discard the screws. If the screws are reused, the housing may become separated from the transmission.**

   Remove and discard the screws.

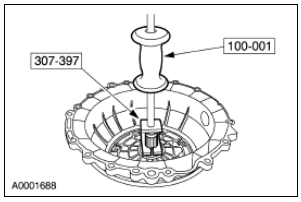


Item 38: Front Pump Disassembly Note

1. Install the special tool.



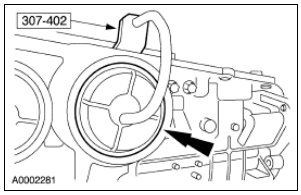
2. Using the special tools, remove the pump.



Item 40: Intermediate Servo Retaining Ring Disassembly Note

1. ⚠ **CAUTION: Servo cover is under spring tension.**

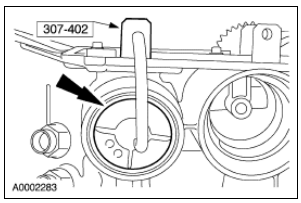
   Using the special tool, remove the intermediate servo cover retaining ring.



Item 44: Overdrive Servo Cover Retaining Ring Disassembly Note

1. ⚠ **CAUTION: Servo cover is under spring tension.**

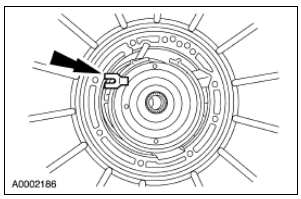
   Using the special tool, remove the overdrive servo cover retaining ring and cover.



Item 49: Band Strut Disassembly Note

1. **NOTE:** Tag and identify parts for reassembly.

Compress the overdrive band and remove the apply strut.



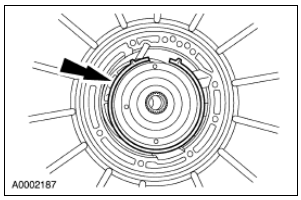
Item 50: Intermediate Overdrive Band Disassembly Note

1. ⚠ **CAUTION: Identify the anchor and apply ends of the overdrive band.**

   NOTE: The overdrive band is new, and dark in color. This is a normal condition of the band. Hairline cracks in the band are also considered normal. Do not install a new band based solely on the color.

   Remove and inspect the overdrive band. Check the following conditions for installing a new band:

   - Inspect for glazing.
   - Inspect for missing friction material.
   - Inspect for material flaking.
   - Inspect for damage to the anchor pins.

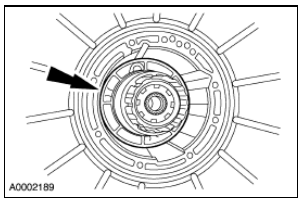


Item 52: Overdrive Planetary Gear Carrier Disassembly Note

1. ⚠ **CAUTION: Do not bend the trigger wheel.**

   NOTE: The No. 12 thrust bearing is in this assembly.

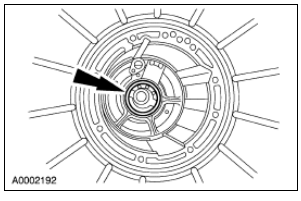
   Remove the planetary gear overdrive carrier.



Item 55: Center Shaft and Forward Clutch Cylinder Bearing Assembly No. 3 Disassembly Note

1. **NOTE:** Tag and identify the center shaft thrust bearing No. 3 for reassembly.

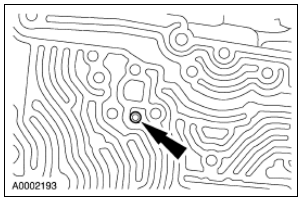
   Remove the No. 3 center shaft thrust bearing.



Item 56: Center Support Bolt Disassembly Note

1. ⚠ **CAUTION: The center support locknut could fall into the remaining assembly if not removed.**

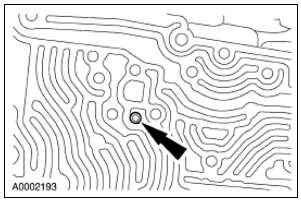
   Remove the bolt.



Item 59: Center Support Assembly Disassembly Note

1. ⚠ **CAUTION: The center support locknut could fall into the remaining assembly if not removed.**

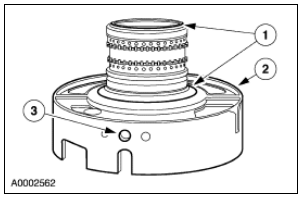
   Remove the screw.



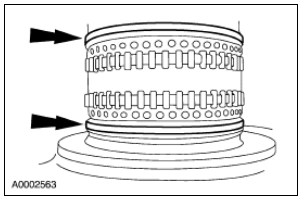
Item 59: Center Support Assembly Inspection Note

NOTE: The center support is repaired as an assembly. Any damage requires installing a new component.

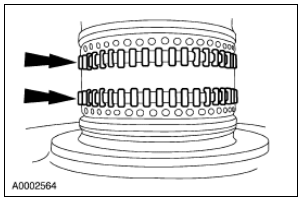
1. Inspect the center support assembly for wear or damage.
   1. Inspect the thrust surfaces for wear, scoring or damage.
   2. Inspect the center support sealing surface.
   3. Inspect the fluid passage for blockage or damage.



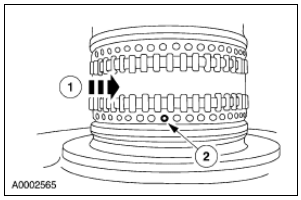
2. Inspect the seal rings for damage.



3. Inspect the bearing for missing rollers or damage.



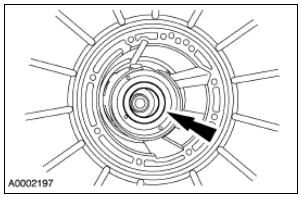
4. Inspect the direct clutch feed hole for blockage or damage.
    1. Rotate center support bearing to locate the direct clutch feed hole.
    2. Inspect the direct clutch feed hole for blockage or damage.



Item 60: Intermediate Clutch Drum Bearing (Select Fit) No. 4 Disassembly Note

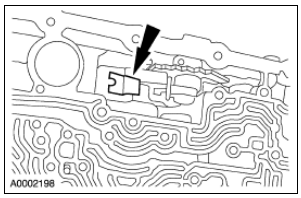
1. **NOTE:** Tag and identify the No. 4 intermediate clutch drum thrust bearing.

   Remove the No. 4 intermediate brake drum thrust bearing.



Item 61: Band Anchor Strut Disassembly Note

1. Remove, tag, and identify the band anchor strut.



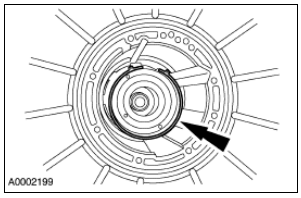
Item 62: Intermediate Band Disassembly Note

1. ⚠ **CAUTION: Identify the anchor and apply ends of the intermediate band.**

   NOTE: The intermediate band is new, and dark in color. This is a normal condition of the band. Hairline cracks in the band are also considered normal. Do not install a new band based solely on the color.

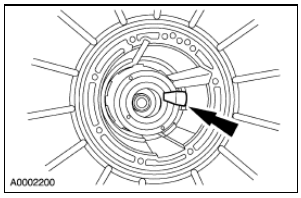
   Remove and inspect the intermediate band. Check the following conditions when installing a new band:

   - Inspect for glazing.
   - Inspect for missing friction material.
   - Inspect for material flaking.
   - Inspect for damage to the anchor pins.



Item 63: Band Apply Strut Disassembly Note

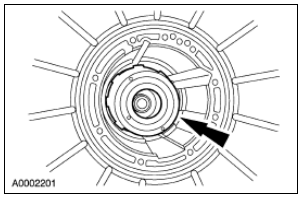
1. Remove, tag, and identify the band apply strut.



Item 65: Intermediate Brake Drum Assembly Disassembly Note

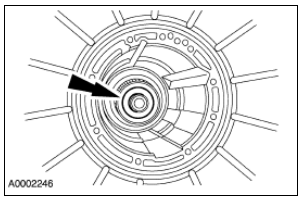
1. **NOTE:** The No. 5 forward clutch cylinder thrust bearing may come out with the intermediate brake and direct clutch drum.

   Remove the direct clutch drum.



Item 66: Center Shaft and Forward Clutch Cylinder Bearing Assembly No. 5 Disassembly Note

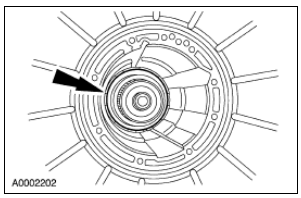
1. Remove the No. 5 forward clutch cylinder thrust bearing, tag and identify.



Item 67: Forward Clutch Cylinder Assembly Disassembly Note

1. **NOTE:** The No. 6A thrust bearing may come out with the cylinder. Tag and identify for reassembly.

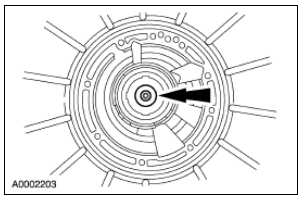
   Remove the forward clutch cylinder.



Item 68: Forward Ring Gear Hub Thrust Bearing No. 6A Disassembly Note

1. **NOTE:** The No. 6A forward ring gear hub thrust bearing may have come out with the forward clutch cylinder.

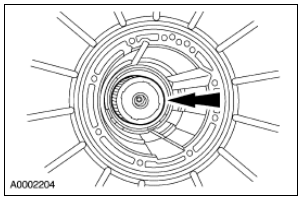
   Remove the No. 6A forward ring gear hub thrust bearing.



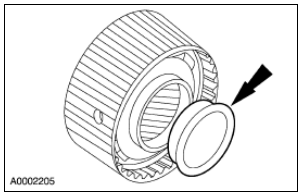
Items 69 and 70: Forward Ring Gear and Hub Assembly and Forward Clutch Hub Thrust Washer No. 6B Disassembly Note

1. **NOTE:** The No. 7 forward planet thrust bearing may come out with the forward ring gear and hub assembly.

   Remove the forward ring gear and hub as an assembly.



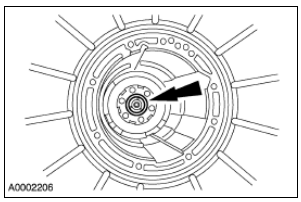
2. Remove the No. 6B forward clutch thrust washer from the forward ring gear hub.



Item 71: Forward Planetary Thrust Bearing Assembly No. 7 Disassembly Note

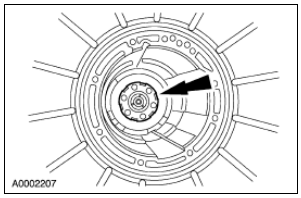
1. **NOTE:** The No. 7 forward planet thrust bearing may come out with the forward ring gear and hub assembly.

   Remove the No. 7 forward planet thrust bearing.



Item 72: Forward Planet Assembly Disassembly Note

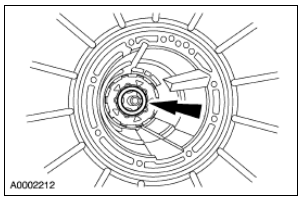
1. Remove the forward planetary assembly.



Item 75: Center Shaft and Forward Clutch Cylinder Bearing Assembly No. 8 Disassembly Note

1. **NOTE:** Tag and identify the No. 8 low/reverse planetary carrier thrust bearing.

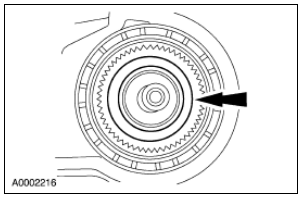
   Remove the thrust bearing.



Item 78: Center Shaft and Forward Clutch Cylinder Bearing Assembly No. 9 Disassembly Note

1. **NOTE:** Tag and identify the No. 9 low/reverse planetary carrier thrust bearing.

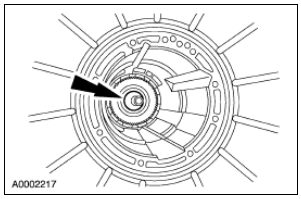
   Remove the thrust bearing.



Item 79: Output Shaft Sleeve Disassembly Note

1. **NOTE:** Use slots located around the outside of the sleeve.

   Using a small pick, remove the output shaft sleeve.

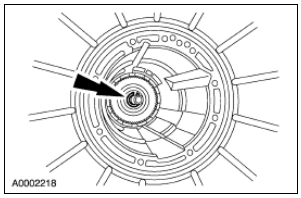


Item 80: Output Shaft Retaining Ring Disassembly Note

1. **⚠ WARNING: The output shaft may fall out after removing the snap ring. Failure to follow these instructions may result in personal injury.**

   ⚠ CAUTION: Discard the output shaft retaining ring. A new retaining ring must be used for assembly.

   While holding the output shaft, remove and discard the output shaft retaining ring.

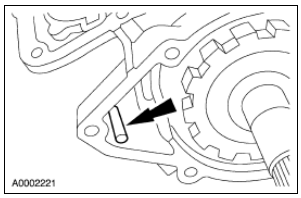


Item 83: Reverse Band Actuating Lever Shaft Disassembly Note

1. ⚠ **CAUTION: Do not pry on the outer edge of the case. Damage to the gasket sealing surface could occur.**

   NOTE: It may be necessary to grind flat spots on the edges of the reverse band actuating lever shaft in order to remove it.

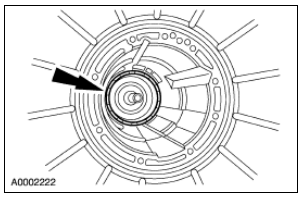
   Using a pair of vice grips, hold the flat spots on the reverse band actuating lever shaft, wiggle it back and forth and remove the reverse band actuating lever shaft.



Item 85: Reverse Brake Drum and Clutch Assembly Disassembly Note

1. **NOTE:** The inner race of the rear one-way clutch is not removable. It is repaired in the case.

   Remove the low/reverse brake drum and one-way clutch assembly by rotating it clockwise.

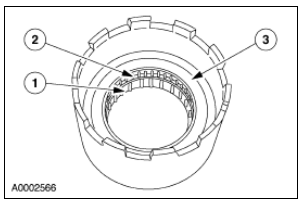


Item 85: Reverse Brake Drum and Clutch Assembly Inspection Note

1. **NOTE:** The reverse one-way clutch is part of the reverse brake drum assembly. Install a new reverse brake drum as an assembly only.

   Inspect the reverse brake drum assembly and install a new reverse brake drum assembly if damaged.

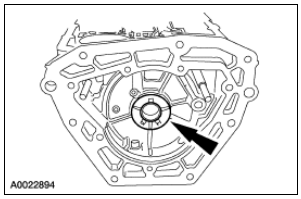
   1. Inspect the reverse brake drum sprags.
   2. Inspect the reverse brake drum rollers.
   3. Inspect the reverse brake drum.



Item 88: Output Shaft Thrust Washer Disassembly Note

1. **NOTE:** Tag and identify the No. 11 output shaft thrust washer.

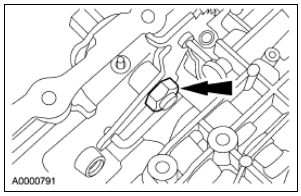
   Remove the output shaft thrust washer.



Item 89: Manual Control Lever Inner Nut Disassembly Note

1. ⚠ **CAUTION: To avoid damage, make sure the wrench does not strike the manual valve inner lever pin.**

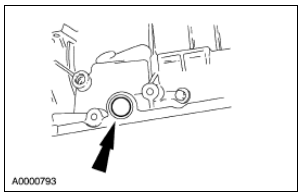
   Remove the nut.



Item 93: Manual Control Lever Shaft Seal Disassembly Note

1. ⚠ **CAUTION: Do not damage the bore.**

   Remove the manual control lever seal.



Main Control Valve Body

Printable View (161 KB)

Special Tool(s)

ST1639-A	Aligner, Valve Body (2 req'd) 307-334 (T95L-70010-C)

⚠ CAUTION: Do not stone, file, or sand the valves. This will remove the anodized finish and may result in further main control or transmission damage.

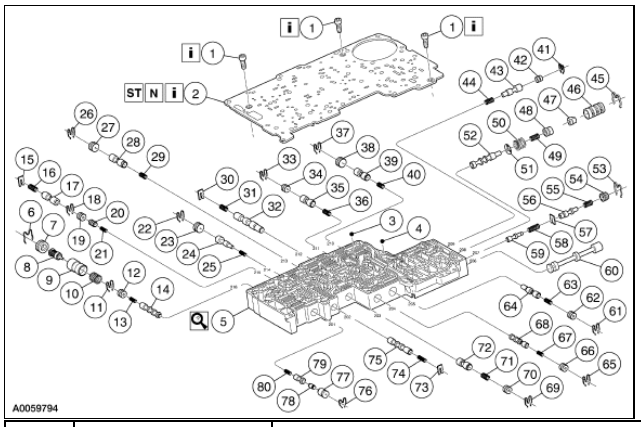
NOTE: The valve body separator plate has a bonded gasket. Do not reuse the gasket, discard.

1. Remove the components in the order indicated in the following illustration and table. To remove, clean and inspect the valves, carry out the steps listed.

Components	Items
Minor overhaul and cleaning	1-5
For removal, cleaning and inspection of the valves	5-80

2. After cleaning the main control valve body, carry out the following.
   - Inspect all valve and plug bores for scoring or burrs.
   - Check all fluid passages for obstructions.
   - Inspect all valves and plugs for burrs.
   - Inspect all mating surfaces for burrs or distortion.
   - Inspect all springs for distortion.
   - Check all valves and plugs for free movement in their respective bores.
     - ♦ Valves and plugs, when dry, must fall from their own weight into their respective bores.
   - Roll the manual valve on a flat surface to check for a bent condition.

3. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	W701099-S430	Separator plate screw Assembly Note

2	7Z490	Main control valve body separator plate Assembly Note
3	7E195	Shuttle valve ball
4	7E195	Lubrication check ball
5	7A101	Lower main control valve body
6		Retainer clip (part of 7A100)
7		Retainer plug (part of 7A100)
8		Thermo valve assembly (part of 7A100)
9		Fluid cooler bypass valve (part of 7A100)
10		Fluid cooler bypass spring (part of 7A100)
11		Retainer clip (part of 7A100)
12		Retainer plug (part of 7A100)
13		Converter clutch control valve spring (part of 7A100)
14		Converter clutch control valve (part of 7A100)
15		Plate (part of 7A100)
16		Coast clutch control spring (part of 7A100)
17		Coast clutch control valve (part of 7A100)
18		Retainer clip (part of 7A100)
19		Retainer plug (part of 7A100)
20		Converter clutch back pressure valve (part of 7A100)
21		Converter clutch back pressure spring (part of 7A100)
22		Retainer clip (part of 7A100)
23		Retainer plug (part of 7A100)
24		VFS2 modulator valve (part of 7A100)
25		VFS2 modulator valve spring (part of 7A100)
26		Retainer clip (part of 7A100)
27		Retainer plug (part of 7A100)
28		Intermediate servo release valve (part of 7A100)
29		Intermediate servo release valve spring (part of 7A100)
30		Plate (part of 7A100)
31		High clutch control valve spring (part of 7A100)
32		High clutch control valve (part of 7A100)
33		Retainer plug (part of 7A100)
34		Retainer clip (part of 7A100)
35		Reverse modulator valve (part of 7A100)
36		Reverse modulator valve spring (part of 7A100)
37		Retainer clip (part of 7A100)
38		Retainer plug (part of 7A100)
39		Reverse engagement valve (part of 7A100)

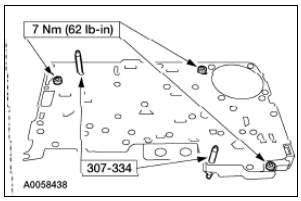
40		Reverse engagement valve spring (part of 7A100)
41		Retainer clip (part of 7A100)
42		Retainer plug (part of 7A100)
43		VFS1 modulator valve (part of 7A100)
44		VFS1 modulator valve spring (part of 7A100)
45		Retainer clip (part of 7A100)
46		Sleeve (part of 7A100)
47		Booster valve (part of 7A100)
48		Booster valve (part of 7A100)
49		Inner spring (part of 7A100)
50		Outer spring (part of 7A100)
51		Retainer spring (part of 7A100)
52		Main regulator valve (part of 7A100)
53		Retainer clip (part of 7A100)
54		Retainer plug (part of 7A100)
55		Converter limit spring (part of 7A100)
56		Converter limit valve (part of 7A100)
57		Plate (part of 7A100)
58		Solenoid regulator valve spring (part of 7A100)
59		Solenoid regulator valve (part of 7A100)
60		Manual valve (part of 7A100)
61		Retainer clip (part of 7A100)
62		Retainer plug (part of 7A100)
63		Rear servo control valve spring (part of 7A100)
64		Rear servo control valve (part of 7A100)
65		Retainer clip (part of 7A100)
66		Retainer plug (part of 7A100)
67		RS ISA select valve spring (part of 7A100)
68		RS ISA select valve (part of 7A100)
69		Retainer clip (part of 7A100)
70		Retainer plug (part of 7A100)
71		Forward engagement control valve spring (part of 7A100)
72		Forward engagement control valve (part of 7A100)
73		Plate (part of 7A100)
74		O.D. servo control spring (part of 7A100)
75		O.D. servo control valve (part of 7A100)
76		Retainer clip (part of 7A100)
77		Converter clutch modulator control sleeve (part of 7A100)
78		Converter clutch modulator control valve (part of 7A100)
79		

		Converter clutch modulator valve (part of 7A100)
80		Converter clutch modulator valve spring (part of 7A100)

Items 1 and 2: Main Control Valve Body Separator Plate Assembly Note

1. **NOTE:** Use a new valve body separator plate for main control valve body installation.

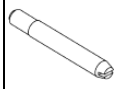
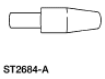
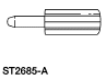
   Using the special tools, install the main control valve body separator plate.



Fluid Pump

Printable View (347 KB)

Special Tool(s)

ST1833-A	Installer, Torque Converter Fluid Seal 307-349 (T97T-77000-A)
ST1817-A	Alignment Set, Fluid Pump 307-S039 (T74P-77103-X)
ST2532-A	Aligner, Fluid Pump Handle 307-431
ST2533-A	Aligner, Fluid Pump Pilot 307-432
ST1826-A	Sizer, Piston Seal 307-338 (T95L-70010-G)
 ST2419-A	Alignment Pins, Transmission Pump 307-398
 ST2684-A	Transmission Fluid Pump Seal Aligner 307-451/1
 ST2685-A	Transmission Fluid Pump Seal Sizer 307-451/2
ST2686-A	Transmission Fluid Pump Seal Installer 307-451/3

Material

Item	Specification
Multi-Purpose Grease XG-4	ESR-M1C159-A

Disassembly

NOTE: A rough casting on the pump surface crescent is not a flaw.

NOTE: The fluid pump gears are part of the pump assembly and are not repaired separately.

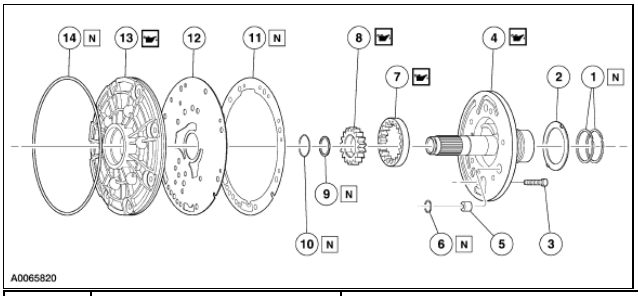
NOTE: Minor burrs and scoring may be removed with crocus cloth. If damage is found, install a new assembly.

NOTE: The No. 1 thrust washer may be stuck to the fluid pump housing. It will need to be removed. This washer will be installed during the assembly of the transmission.

NOTE: The fluid pump gasket may be stuck to the fluid pump housing. It will need to be removed. A new gasket will be installed during the assembly of the transmission.

1. Inspect the fluid pump components for the following:
   - Pump body and case for burrs.
   - Fluid passages for obstructions.

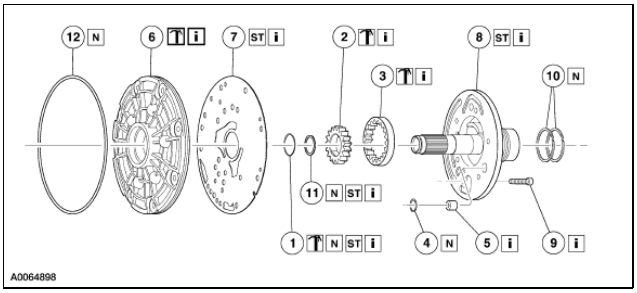
2. Illustration 1 of 2. Disassemble the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	7D025	Overdrive brake drum seal
2	7D014	Front pump support thrust washer No.1
3	W701429- S309M	Fluid pump screws
4	7A108	Front pump support
5	7H411	Fluid pump control valve
6	7H416	Fluid pump control valve O-ring
7	7C011	Front pump driven gear
8	7C010	Front pump drive gear
9	7L323	Stator support seal
10	W701431-S300	Seal ring
11	7A136	Front pump gasket
12	7B472	Fluid pump adapter plate
13	7G187	Fluid pump cover assembly
14	7A248	Fluid pump seal

Assembly

1. Illustration 2 of 2. Assemble the components in the order indicated in the following illustration and table.

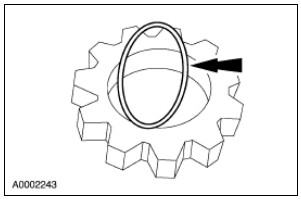


Item	Part Number	Description
1	W701431-S300	Seal ring Assembly Note
2	7C010	Front pump drive gear Assembly Note
3	7C011	Front pump driven gear Assembly Note
4	7H416	Fluid pump control valve O-ring
5	7H411	Fluid pump control valve Assembly Note
6	7G187	Fluid pump cover assembly Assembly Note
7	7B472	Fluid pump adapter plate Assembly Note
8	7A108	Front pump support Assembly Note
9	W701429- S309M	Fluid pump screws Assembly Note
10	7D025	Overdrive brake drum seal
11	7L323	Stator support seal Assembly Note
12	7A248	Fluid pump seal

Item 1: Seal Ring Assembly Note

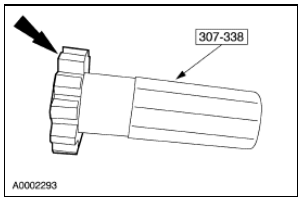
1. **NOTE:** Inspect the fluid pump gears for cracks and scoring.

   Install a new O-ring seal in the fluid pump drive gear.



2. ⚠ **CAUTION: Lubricate the special tool with multi-purpose grease.**

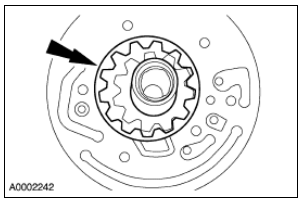
   Using the special tool, seat the O-ring seal in the pump gear.



Items 2 and 3: Front Pump Drive Gear Assembly Note

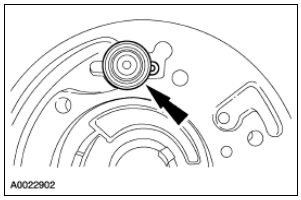
1. ⚠ **CAUTION: The chamber on the inside edge of the small gear must be up when in the pump housing gear pocket. The dimple on the larger gear must be down when in the pump housing gear pocket.**

Install the pump gears into the fluid pump housing. Apply multi-purpose grease to the pump gears to prevent scoring at start up.



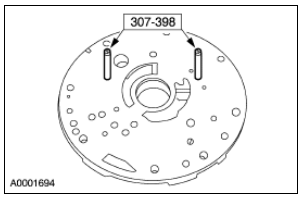
Item 5: Fluid Pump Control Valve Assembly Note

1. Install the valve with the tab facing down.



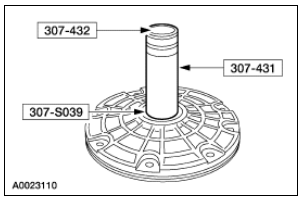
Items 6 and 7: Fluid Pump Adapter Plate Assembly Note

1. First install the special tools in the fluid pump cover, then install the fluid pump adapter plate.



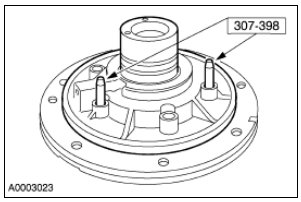
2. ⚠ **CAUTION: The special tools must be used to correctly align the pump with the adapter plate to reduce gear noise, bushing failure, and leakage.**

   Using the special tool, align the fluid pump to the adapter plate.



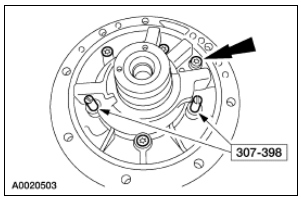
Item 8: Front Pump Support Assembly Note

1. Using the special tools, assemble the pump.

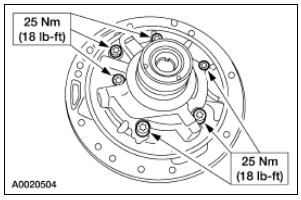


Item 9: Fluid Pump Screws Assembly Note

1. Loosely install the fluid pump housing screws in their correct location and remove the special tools. Install the two remaining screws.



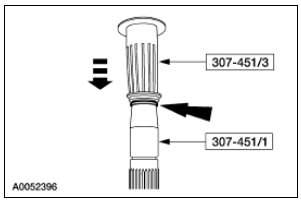
2. Tighten all the fluid pump screws in a star pattern.



Item 11: Stator Support Seal Assembly Note

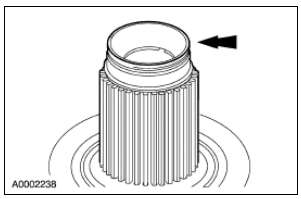
1. ⚠ **CAUTION: Be careful not to overstretch the seal ring past the seal ring groove, or damage to the seal will occur.**

   Using the special tools, install the fluid pump seal ring.



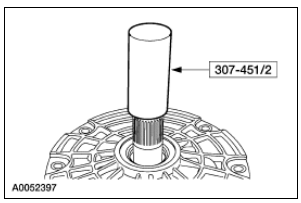
2. ⚠ **CAUTION: Verify correct seal installation. Make sure seal grooves are clean and free of burrs.**

   Install the seal.



3. ⚠ **CAUTION: Failure to correctly size the seal will damage the seal when the torque converter is installed.**

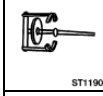
   Using the special tool, size the seal to the correct size. Leave the special tool on the seal for two minutes to obtain the correct seal size.



Overdrive Brake and Coast Clutch Drum Assembly

Printable View (171 KB)

Special Tool(s)

 ST1190-A	Compressor, Clutch Spring 307-015 (T65L-77515-A)
ST2431-A	Protector, Piston Seal 307-049 (T74P-77404-A)

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

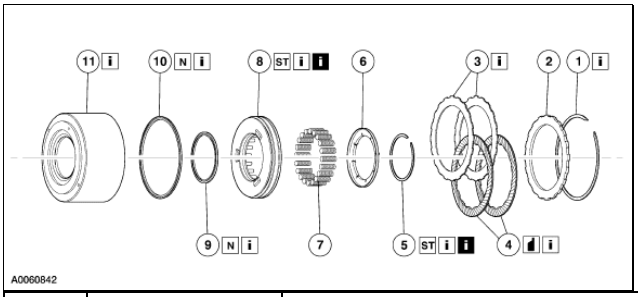
⚠ CAUTION: If new clutch plates are being used, they should be soaked in clean automatic transmission fluid for at least 30 minutes before assembly.

NOTE: Inspect the coast clutch components for damage or wear. Install new components as necessary.

- Inspect the drum band surface, bushing, and thrust surfaces for damage.
- Inspect the clutch piston bore, and piston.
- Check the fluid passages for obstructions. All fluid passages must be clean and free of obstructions.
- Inspect the clutch plates for damage.
- Inspect the clutch springs.

1. Disassemble the components in the order indicated in the following illustration and table.

2. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	E860126-S	Retaining ring (select fit) Assembly Note
2	7B066	Direct/coast clutch pressure plate
3	7B442	Coast clutch external steel plate (2 req'd) Assembly Note
4	7B164	

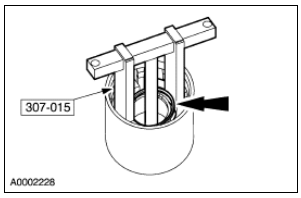
		Coast clutch internal friction plate (2 req'd) Assembly Note
5	E860125-S	Retaining ring Disassembly Note
5	E860125-S	Retaining ring Assembly Note
6	7A527	Direct/coast clutch piston spring retainer
7	7A480	Direct and overdrive piston spring (20 req'd)
8	7A262	Direct and overdrive clutch piston Disassembly Note
8	7A262	Direct and overdrive clutch piston Assembly Note
9	7D404	Direct and overdrive piston inner seal ring Assembly Note
10	7A548	Direct and overdrive piston outer seal ring Assembly Note
11	7L669	Overdrive brake and coast clutch drum Assembly Note

Item 5: Retaining Ring Disassembly Note

1. **⚠ WARNING: Use caution when releasing tool pressure on the rear clutch piston spring. Failure to follow these instructions may result in personal injury.**

   ⚠ CAUTION: Do not fully compress the special tool or damage to the spring retainer may occur.

   Using the special tool, remove the coast clutch piston retaining ring.

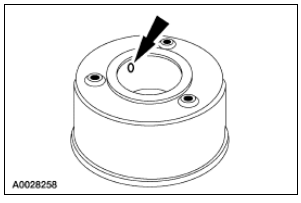


Item 8: Direct and Overdrive Clutch Piston Disassembly Note

1. **⚠ WARNING: Air pressure must not exceed 138 kPa (20 psi). Wear safety glasses when using compressed air, and make sure the drum is facing down as shown. Failure to follow these instructions may result in personal injury.**

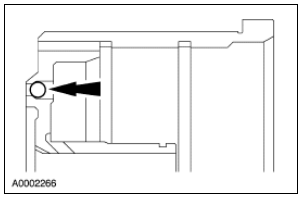
   Remove the coast clutch piston.

   - Apply air pressure to the hole in the drum to remove the coast clutch piston while blocking the other hole with a finger.



Item 11: Overdrive Brake and Coast Clutch Drum Assembly Note

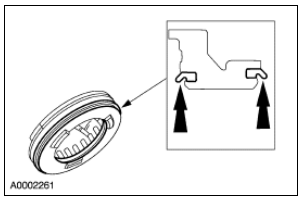
1. Verify the check ball is free to move.



Items 9 and 10: Direct and Overdrive Piston Inner and Outer Seal Ring Assembly Note

1. ⚠ **CAUTION: The lip seals must be positioned as shown. Care must be taken to prevent rollover of the lip seal.**

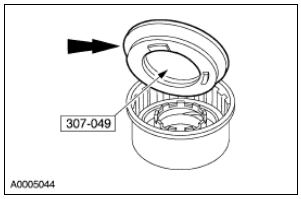
   Install the new coast clutch piston inner and outer seal.



Item 8: Direct and Overdrive Clutch Piston Assembly Note

1. ⚠ **CAUTION: Care must be taken to prevent damage to the seals during installation.**

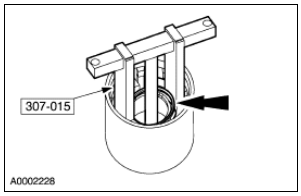
   Lubricate the seals, then, using the special tool, install the coast clutch piston.



Item 5: Retaining Ring Assembly Note

1. ⚠ **CAUTION: Do not fully compress the special tool or damage to the coast clutch piston spring retainer may occur.**

   Using the special tool, install the coast clutch piston spring retainer ring.

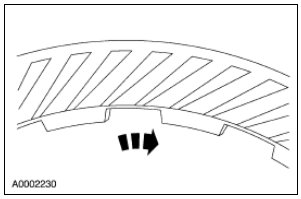


Items 3 and 4: Coast Clutch External Steel Plate and Internal Friction Plate Assembly Note

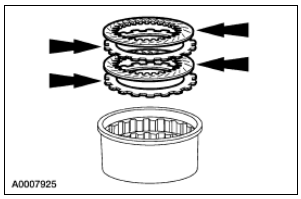
1. ⚠ **CAUTION: Coast clutch friction plates are directional and must be installed with grooves clockwise (I.D. to O.D.). The word "TOP" should face up.**

⚠ CAUTION: If new clutch plates are being used, they should be soaked in clean automatic transmission fluid for at least 30 minutes before assembly.

When installing friction plates, the word "TOP" should face up. If reusing plates, grooves must be installed clockwise. Install the coast clutch disc pack.



2. Install the two steel clutch plates and two friction clutch plates in an alternating order, starting with a steel clutch plate.

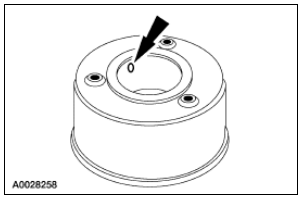


Item 1: Retaining Ring Assembly Note

1. **⚠ WARNING: Air pressure must not exceed 138 kPa (20 psi). Wear safety glasses when using compressed air, and make sure drum is facing down as shown. Failure to follow these instructions may result in personal injury.**

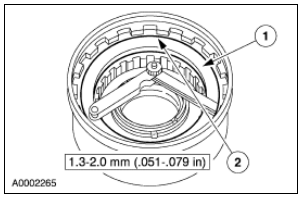
   Air check the assembly.

   - Apply air pressure to the hole in the drum while blocking the other hole with a finger to make sure a correct piston seal has been established.



2. Check the coast clutch disc pack free play.
   1. Push down on the coast pressure plate.
   2. Check clearance between the coast clutch retaining ring and coast pressure plate. Clearance should be 1.3-2.0 mm (0.051-0.079 in). If clearance is not within the specification, install a correct coast clutch retaining ring that will provide the correct free play adjustment.

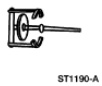
Part Number	Thickness		Diameter	
	mm	In	mm	In
E860126-S	1.37	0.0539	130.1	5.122
E860127-S	1.73	0.0681	130.1	5.122
E860128-S	2.08	0.0819	130.1	5.122
E860129-S	2.44	0.0961	130.1	5.122


1
1.3-2.0 mm (.051-.079 in)
2
A0002265

Direct Clutch Drum Assembly

Printable View (192 KB)

Special Tool(s)

 ST1190-A	Compressor, Clutch Spring 307-015 (T65L-77515-A)
ST2431-A	Protector, Piston Seal 307-049 (T74P-77404-A)

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

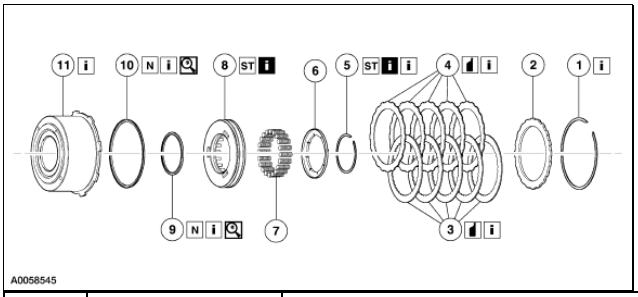
⚠ CAUTION: If new clutch plates are being used, they should be soaked in clean automatic transmission fluid for at least 30 minutes before assembly.

NOTE: Inspect the clutch components for damage or wear. Install new components as necessary.

- Inspect the drum surface for damage.
- Inspect the clutch piston bore, and piston.
- Check the fluid passages for obstructions. All fluid passages must be clean and free of obstructions.
- Inspect the clutch plates for damage.
- Inspect the clutch springs.

1. Disassemble the components in the order indicated in the following illustration and table.

2. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	E860126-S	Retaining ring (select fit) Assembly Note
2	7B066	Direct/coast clutch pressure plate
3	7B442	Direct clutch external spline steel plate Assembly Note
4	7B164	

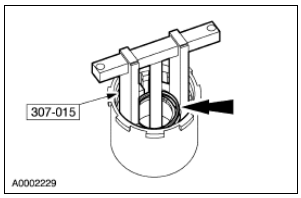
		Direct clutch internal spline friction plate Assembly Note
5	E860125-S	Retaining ring Disassembly Note
5	E860125-S	Retaining ring Assembly Note
6	7A527	Direct/coast clutch piston spring retainer
7	7A480	Direct and overdrive piston spring (20 req'd)
8	7A262	Direct and overdrive clutch piston Disassembly Note
9	7D404	Direct and overdrive piston inner seal ring Assembly Note
9	7D404	Direct and overdrive piston inner seal ring Inspection Note
10	7A548	Direct and overdrive piston outer seal ring Assembly Note
10	7A548	Direct and overdrive piston outer seal ring Inspection Note
11	7D044	Intermediate brake drum assembly Assembly Note

Item 5: Retaining Ring Disassembly Note

1. **⚠ WARNING: After removing the retaining ring, use care when releasing the pressure on the springs. Failure to follow these instructions may result in personal injury.**

   ⚠ CAUTION: Do not fully compress the special tool or damage to the spring retainer may occur.

   Using the special tool, remove the direct clutch piston retaining ring.

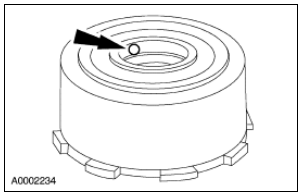


Item 8: Direct and Overdrive Clutch Piston Disassembly Note

1. **⚠ WARNING: Air pressure must not exceed 138 kPa (20 psi). Wear safety glasses when using compressed air, and make sure the drum is facing down as shown. Failure to follow these instructions may result in personal injury.**

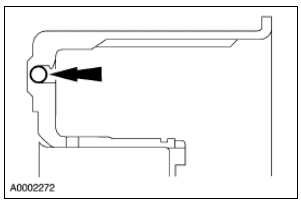
   Using compressed air, remove the direct clutch piston from the direct clutch drum.

   - Apply air pressure to the hole in the drum while blocking the other hole with a finger.



Item 11: Intermediate Brake Drum Assembly Assembly Note

1. Verify the check ball is free to move.



Items 9 and 10: Direct and Overdrive Piston Outer and Inner Seal Ring Inspection Note

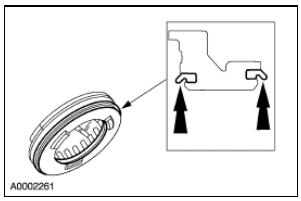
1. Inspect the clutch components for damage or wear. Install new components as necessary.
   - Inspect the drum surface for damage.
   - Inspect the clutch piston bore and piston.
   - Check the fluid passages for obstructions. All fluid passages must be clean and free of obstructions.
   - Inspect the clutch plates for damage.
   - Inspect the clutch springs.

Items 9 and 10: Direct and Overdrive Piston Outer and Inner Seal Ring Assembly Note

1. ⚠ **CAUTION: The lip seals must be positioned as shown. Care must be taken to prevent rollover of the lip seal.**

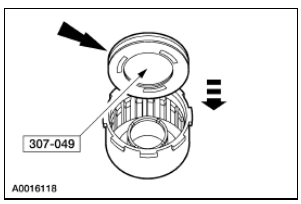
   NOTE: Use new seals to help prevent seal failures.

   Lubricate the seals, then install the new direct clutch piston inner seal and the direct clutch piston outer seal.



2. ⚠ **CAUTION: Care must be taken to prevent damage to the seals during installation.**

   Using the special tool, install the direct clutch piston.

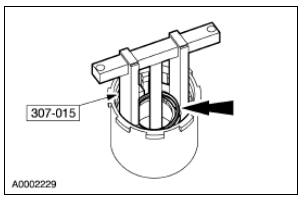


Item 5: Retaining Ring Assembly Note

1. **⚠ WARNING: After removing the retaining ring, use care when releasing the pressure on the springs. Failure to follow these instructions may result in personal injury.**

   ⚠ CAUTION: Do not fully compress the special tool or damage to the spring retainer may occur.

   Using the special tool, install the direct clutch piston retaining ring.

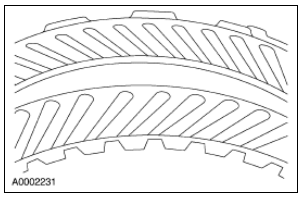


Items 4 and 3: Direct Clutch Internal/External Splined Friction Plate Assembly Note

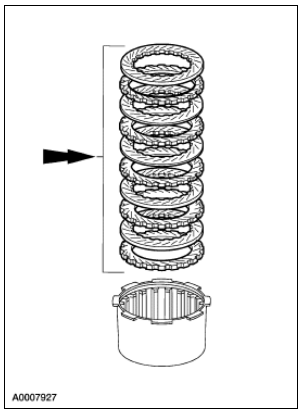
1. **⚠ CAUTION: The direct clutch friction plates are directional and must be installed correctly. Alternate the internally splined (clockwise) and the externally splined (counterclockwise) clutch plates.**

   ⚠ CAUTION: If new plates are used, they should be soaked in clean automatic transmission fluid for at least 30 minutes before assembly.

   When installing friction plates, alternate the internally splined (clockwise) and the externally splined (counterclockwise) clutch plates. Install the direct clutch disc pack.



2. Install the friction plates. Alternate the internally splined (clockwise) and the externally splined (counterclockwise) clutch plates starting with an externally splined (counterclockwise) clutch plate.

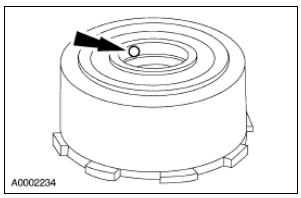


Item 1: Retaining Ring Assembly Note

1. **⚠ WARNING: Air pressure must not exceed 138 kPa (20 psi). Wear safety glasses when using compressed air, and make sure drum is facing down as shown. Failure to follow these instructions may result in personal injury.**

Air check the assembly.

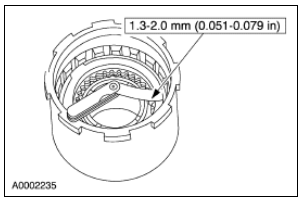
- Apply air pressure to the hole in the drum while blocking the other hole with a finger.



2. Push down on direct clutch disc pack and check gap between the direct clutch retaining ring and the direct clutch pressure plate with a feeler gauge.
   - If specifications do not match, use a select fit direct clutch retaining ring to match specifications and verify with a feeler gauge.

   Direct Clutch

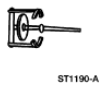
Part Number	Thickness		Diameter	
	mm	In	mm	In
E860126-S	1.37	0.0539	130.1	5.122
E860127-S	1.73	0.0681	130.1	5.122
E860128-S	2.08	0.0819	130.1	5.122
E860129-S	2.44	0.0961	130.1	5.122



Forward Clutch

Printable View (213 KB)

Special Tool(s)

 ST1190-A	Compressor, Clutch Spring 307-015 (T65L-77515-A)
ST1813-A	Protector, Piston Seal 307-051 (T74P-77548-A)
ST2534-A	Bonded Piston Seal Sizer 307-434

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

⚠ CAUTION: If new plates are used, they should be soaked in clean automatic transmission fluid for at least 30 minutes before assembly.

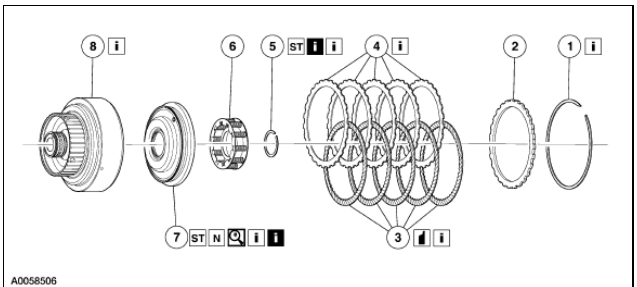
NOTE: If the seals on the forward clutch piston show any signs of damage, a new forward clutch piston must be installed.

NOTE: Inspect the clutch components for damage or wear. Install new components as necessary.

- Check the fluid passages for obstructions. All fluid passages must be clean and free of obstructions.
- Inspect the clutch plates for damage.
- Inspect the clutch springs.
- Inspect the needle bearing and seal rings for damage.
- Check clutch hub thrust surfaces for damage.
- Check clutch plates for flatness and fit on the clutch hub serrations.

1. Disassemble the components in the order indicated in the following illustration and table.

2. To assemble, reverse the disassembly procedure.



Item	Part Number	Description

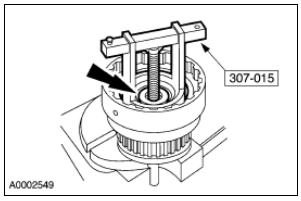
1	7D483	Retaining ring (select fit) Assembly Note
2	7B066	Forward clutch pressure plate
3	7B442	Forward clutch external splined steel plate Assembly Note
4	7B164	Forward clutch internal splined friction plate Assembly Note
5	E860109-S	Retaining ring Disassembly Note
5	E860109-S	Retaining ring Assembly Note
6	7G229	Forward clutch cushion spring
7	7A262	Forward clutch piston Disassembly Note
7	7A262	Forward clutch piston Assembly Note
8	7A360	Forward clutch cylinder assembly Assembly Note

Item 5: Retaining Ring Disassembly Note

1. **⚠ WARNING: Use caution when releasing tool pressure on the clutch piston springs. Failure to follow these instructions may result in personal injury.**

   ⚠ CAUTION: Do not fully depress the special tool or damage to the spring retainer may occur.

   Using the special tool, remove the forward clutch piston retaining ring.

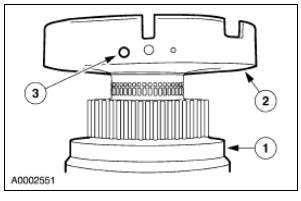


Item 7: Forward Clutch Piston Disassembly Note

1. **⚠ WARNING: Air pressure must not exceed 138 kPa (20 psi). Wear safety glasses when using compressed air. Make sure the cylinder is facing down as shown. Failure to follow these instructions may result in personal injury.**

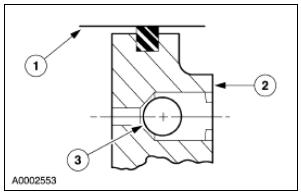
   Remove the forward clutch piston.

   1. Place the forward clutch cylinder with forward clutch piston facing down.
   2. Install the center support on the forward clutch cylinder.
   3. Apply air pressure to the left port of the center support.



Item 8: Forward Clutch Cylinder Assembly Assembly Note

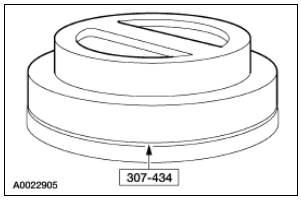
1. Inspect the forward clutch drum assembly.
    1. Inspect the forward clutch cylinder surfaces for scores or burrs.
    2. Inspect forward clutch piston for scores or burrs.
    3. Verify the check ball is free to move in the piston.



Item 7: Forward Clutch Piston Assembly Assembly Note

1. **NOTE:** The special tool must be installed on the forward clutch piston for a couple of minutes prior to installing it into the forward clutch cylinder.

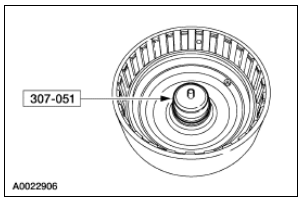
   Install the special tool on the forward clutch piston.



2. ⚠ **CAUTION: Care must be taken to prevent damage to the seals.**

   NOTE: Lubricate the forward clutch piston inner and outer seal with clean automatic transmission fluid.

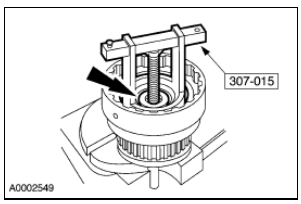
   Using the special tool, install the forward clutch piston assembly into the forward clutch cylinder.



Item 5: Retaining Ring Assembly Note

1. ⚠ **CAUTION: Do not fully depress the clutch spring compressor or damage to the spring retainer may occur.**

   Using the special tool, install the forward clutch piston spring retaining ring.

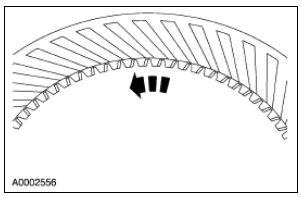


Items 4 and 3: Forward Clutch External/Internal Splined Friction and Steel Plates Assembly Note

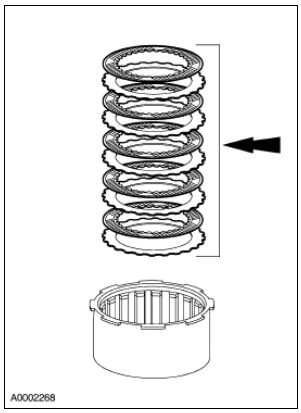
1. **⚠ CAUTION: The forward clutch friction plates are directional and must be installed with grooves pointing counterclockwise.**

   ⚠ CAUTION: If new plates are used, they should be soaked in clean automatic transmission fluid for at least 30 minutes before assembly.

   If reusing plates, grooves must be installed counterclockwise. Install the direct clutch disc pack.



2. Install the steel clutch plates and friction clutch plates in an alternating order, starting with a steel clutch plate.

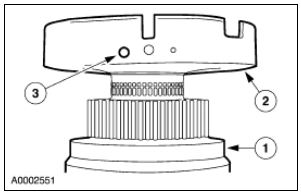


Item 1: Retaining Ring Assembly Note

1. **⚠ WARNING: Air pressure must not exceed 138 kPa (20 psi). Wear safety glasses when using compressed air. Make sure the cylinder is facing down as shown. Failure to follow these instructions may result in personal injury.**

   Air check the forward clutch piston.

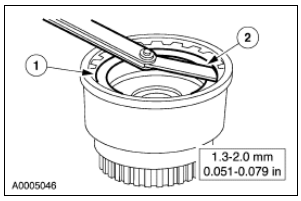
   1. Place the forward clutch cylinder with forward clutch piston facing down.
   2. Install the transmission center support on the forward clutch cylinder.
   3. Apply air pressure to the left port of the center support.



2. Check forward clutch disc pack free play.
   1. Press down on forward clutch disc pack.
   2. Using a feeler gauge, check the gap between the forward clutch retaining ring and the forward clutch pressure plate.

   • If the clearance is not within specifications, install the correct size retaining ring.

Part Number	Thickness		Diameter	
	mm	In	mm	In
XW4Z-7D483-AB	1.73	0.0681	141.45	5.65
XW4Z-7D483-AC	2.08	0.0819	141.45	5.65
XW4Z-7D483-AD	2.44	0.0961	141.45	5.65



Overdrive Planetary and One-Way Clutch Assembly

Printable View (357 KB)

⚠ CAUTION: Do not remove the overdrive one-way clutch. Damage to the clutch may occur if it is removed.

⚠ CAUTION: Do not attempt to remove the No. 12 bearing from behind the pinion gears.

NOTE: Individual parts of the planetary carriers are not serviceable.

NOTE: The overdrive one-way clutch is serviced with the center shaft assembly.

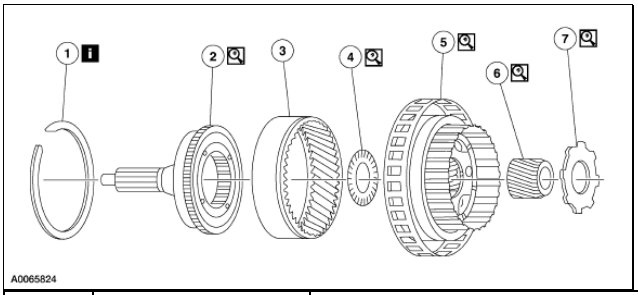
NOTE: Inspect the one-way clutch.

- Temporarily insert the overdrive planetary gear carrier assembly into the one-way clutch rollers for verification of the one-way clutch.
- The planetary gear must rotate counterclockwise and hold when rotated clockwise.
- Remove the planetary gear carrier assembly.
- Inspect for cracks in the roller cage and wear on the roller clutch, and the press fit of the one-way clutch to the center shaft.

NOTE: Inspect the overdrive planetary.

- Inspect the pinion gears for damaged or excessively worn teeth, and for free rotation.
- Check the pins and shafts in the planetary assemblies for loose fit and/or complete disengagement.
- Inspect the overdrive one-way clutch inner race, and the inner and outer races for scored or damaged surface areas where the rollers contact the races.
- Inspect the sun gear for damaged or worn teeth.
- Inspect the No. 2 bearing for damage.
- Thoroughly clean all parts and blow dry with moisture-free compressed air.
- Inspect the sun gear for damaged or worn teeth.

1. Disassemble the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W702037-S300	Retaining ring Disassembly Note
2	7A658	Center shaft Inspection Note
3	7653	Overdrive ring gear
4	7L495	No. 2 overdrive planetary thrust bearing Inspection Note
5	7B446	

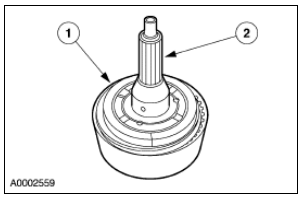
		Overdrive planetary gear carrier assembly Inspection Note
6	7D063	Overdrive sun gear Inspection Note
7	7660	Coast clutch adapter Inspection Note

Item 1: Retaining Ring Disassembly Note

1. **NOTE:** The overdrive one-way clutch is serviced with the center shaft assembly.

   Remove the center shaft from the overdrive ring gear.

   1. Remove the overdrive center shaft retaining ring.
   2. While rotating counterclockwise remove the center shaft from the ring gear.

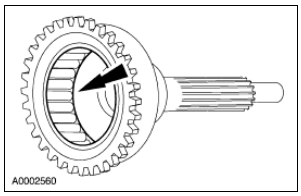


Items 2, 4, 5, 6 and 7 Overdrive Planetary and One-Way Clutch Assembly Inspection Note

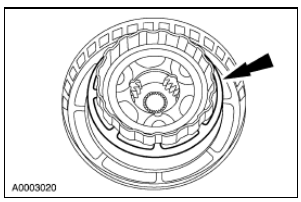
1. ⚠ **CAUTION: Do not remove the overdrive one-way clutch. Damage to the clutch may occur if it is removed.**

   Clean and inspect the overdrive one-way clutch and center shaft.

   - Inspect for cracks in the roller cage and wear on the roller clutch, and the press fit of the one-way clutch to the center shaft.

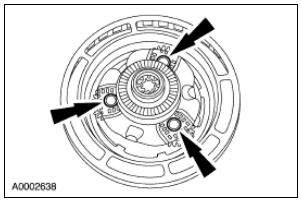


2. Inspect the one-way clutch.
   - Temporarily insert the overdrive planetary gear carrier assembly into the one-way clutch rollers for verification of the one-way clutch.
   - The planetary gear must rotate counterclockwise and hold when rotated clockwise.

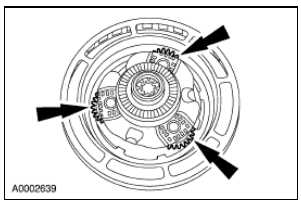


3. **NOTE:** Individual parts of the planetary carriers are not serviceable.

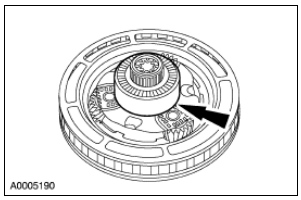
   Check the pins and shafts in the planetary assemblies for loose fit and/or complete disengagement.



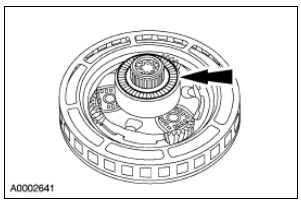
4. Inspect the pinion gears for damaged or excessively worn teeth, and for free rotation.



5. Inspect the overdrive one-way clutch inner race, and the inner and outer races for scored or damaged surface areas where the rollers contact the races.

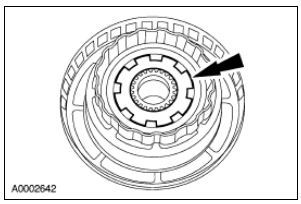


6. Inspect the No. 2 overdrive planetary thrust bearing on the nose of the overdrive planetary gear carrier assembly.

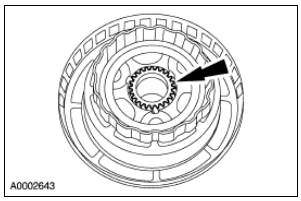


7. **NOTE:** Inspect the sun gear for damaged or worn teeth.

   Remove and inspect the coast clutch-to-overdrive carrier adapter.

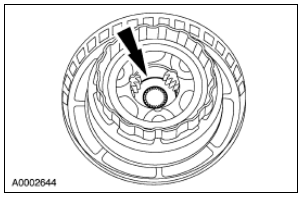


8. Remove and inspect the overdrive sun gear.

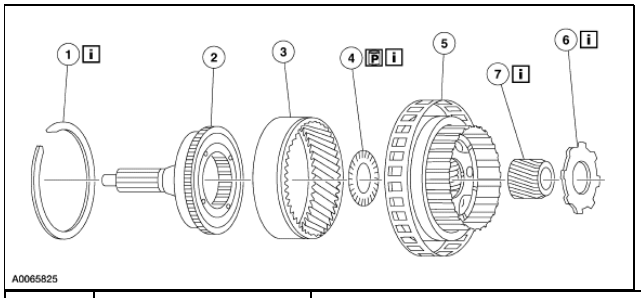


9. ⚠ **CAUTION: Do not attempt to remove the No. 12 bearing from behind the pinion gears.**

Inspect the No. 12 bearing for damage.



10. Assemble the components in the order indicated in the following illustration and table.

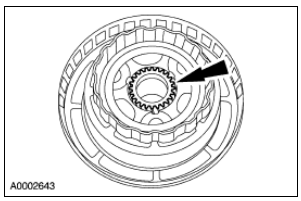


Item	Part Number	Description
1	W702037-S300	Retaining ring Assembly Note
2	7A658	Center shaft
3	7653	Overdrive ring gear
4	7L495	No. 2 overdrive planetary thrust bearing Assembly Note
5	7B446	Overdrive planetary gear carrier assembly
6	7660	Coast clutch adapter Assembly Note
7	7D063	Overdrive sun gear Assembly Note

Item 7: Overdrive Sun Gear Assembly Note

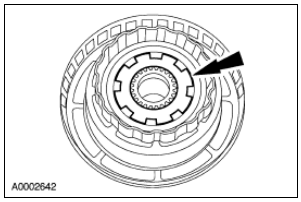
1. ⚠ **CAUTION: Make sure that the No. 12 bearing is in place in the overdrive planetary prior to installing the overdrive sun gear.**

   Install the overdrive sun gear with the recessed gear teeth facing toward the adapter.



Item 6: Coast Clutch Adapter Assembly Note

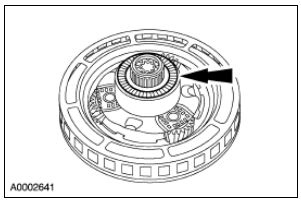
1. Install the coast clutch-to-overdrive carrier adapter.



Item 4: No. 2 Overdrive Planetary Thrust Bearing Assembly Note

1. **NOTE:** Use petroleum jelly to hold the No. 2 overdrive planetary thrust bearing in place.

   Install the No. 2 overdrive planetary thrust bearing.

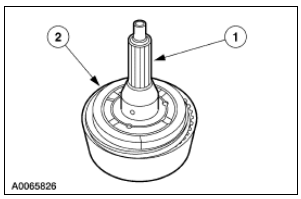


Item 1: Retaining Ring Assembly Note

1. **NOTE:** The overdrive one-way clutch is serviced with the center shaft assembly.

   Install the center shaft and overdrive one-way clutch.

   1. Install the center shaft and overdrive one-way clutch.
   2. Install the overdrive center shaft retaining ring.

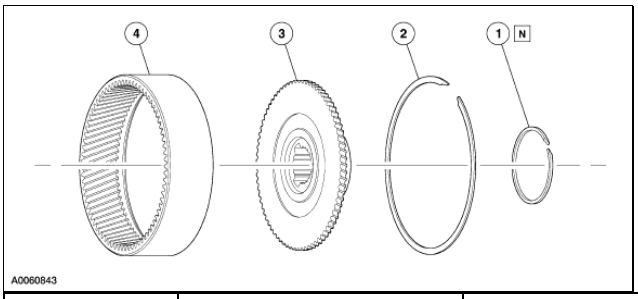


Output Shaft Ring Gear and Hub Shaft Assembly

Printable View (51 KB)

NOTE: Inspect the output shaft ring gear and hub shaft assembly for damage. If repair is necessary, use the following procedure.

1. Disassemble the components in the order indicated in the following illustration and table.
2. To assemble, reverse the disassembly procedure.



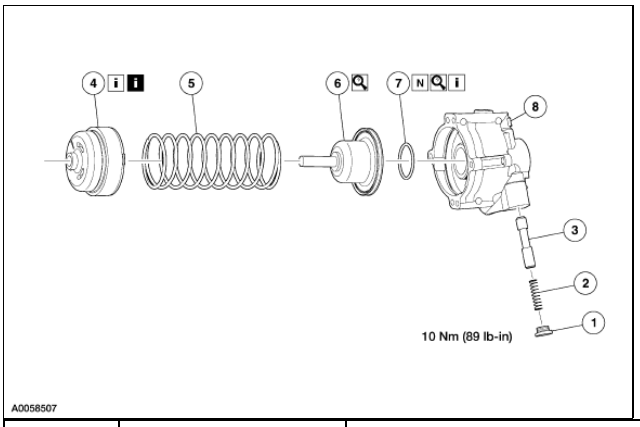
Item	Part Number	Description
1	7D019	Output shaft hub seal
2	7C122	Retaining ring
3	7D164	Output shaft hub
4	7A153	Output shaft ring gear

Reverse Servo Assembly

Printable View (92 KB)

NOTE: Inspect the reverse servo piston seal for damage. If damaged, a new piston and seal assembly will need to be installed.

1. Disassemble the components in the order indicated in the following illustration and table.
2. To assemble, reverse the disassembly procedure.



Item	Part Number	Description
1	7D321	Control valve spring retainer
2	7A270	Fluid pressure regulator valve spring
3	7D488	Reverse servo check valve
4	7D372	Reverse servo plate Disassembly Note
4	7D372	Reverse servo plate Assembly Note
5	7D466	Reverse servo accumulator spring
6	7D189	Reverse servo piston and seal
7	7423	Reverse servo piston O-ring Assembly Note
8	7D036	Reverse servo cover

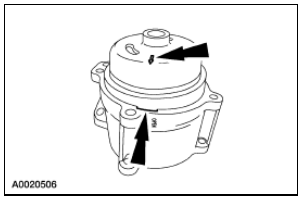
Item 4: Reverse Servo Plate Disassembly Note

1. ⚠ **WARNING: The upper and lower servo covers are under spring tension. Use care when separating the two halves. Failure to follow these instructions may result in personal injury.**

   NOTE: Tabs on servo plate mate with slots on cover every 120 degrees.

   Remove the reverse servo plate by turning in either direction to release.

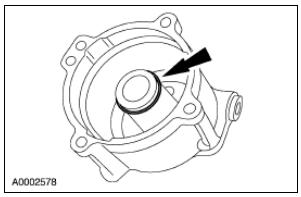
   - Align the arrow on the servo plate with any slot on the cover.



Item 7: Reverse Servo Piston O-Ring Assembly Note

1. **NOTE:** Try not to roll the seal onto the housing when installing the seal or damage to the seal can occur.

   Lubricate and install a new reverse servo piston seal.

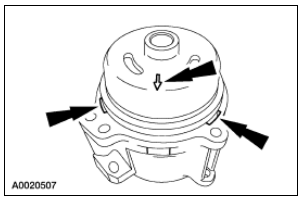


Item 4: Reverse Servo Plate Assembly Note

1. ⚠ **WARNING: The upper and lower servo covers are under spring tension. Use care when separating the two halves. Failure to follow these instructions may result in personal injury.**

   ⚠ **CAUTION: The arrow on the servo plate must be aligned evenly between any two slots on the cover.**

   Install the reverse servo plate.



Torque Converter

Printable View (7 KB)

1. A new torque converter must be installed if one or more of the following statements are true:
   - A torque converter failure has been determined based on complete diagnostic procedures.
   - Converter stud(s), impeller hub or bushing are damaged.
   - Discoloration of the torque converter (due to overheating).
   - The torque converter is found to be out of specification when carrying out one of the following torque converter checks:
     - Torque Converter One-Way Clutch Check
     - Torque Converter End Play Check
     - Torque Converter Turbine to Pump Stator Interference Check
     - Torque Converter Impeller to Pump Stator Interference Check
     - Torque Converter Leak Check
   - Evidence of transmission assembly or fluid contamination due to the following transmission or converter failure modes:
     - major metallic failure
     - multiple clutches or clutch plate failures
     - sufficient component wear which results in metallic contamination

Torque Converter Cleaning And Inspection

Printable View (11 KB)

1. If a new torque converter is being installed, continue with Substep 2 of Step 2.

2. **CAUTION: If equipped, the torque converter drain plug and seal are not reusable. Discard the drain plug and seal, install a new drain plug assembly.**

   If a new torque converter is not being installed, the following procedures must be carried out:

   1. The torque converter must be thoroughly cleaned.
      - Torque converter with drain plugs can be cleaned by using a suitable torque converter fluid cooler cleaner.
      - **CAUTION: Use only clean automatic transmission fluid specified for this transmission. Do not use supplemental transmission fluid additives, treatments or clean agents. The use of these materials can affect transmission operation and result in damage to internal transmission components.**

        A torque converter without drain plugs can be cleaned by hand. Partially fill the torque converter using only recommended transmission fluid for the applicable transmission. Hand-agitate the torque converter and then thoroughly drain the fluid. Fill the torque converter with new fluid specified for the transmission, and install.
   2. All in-tank and auxiliary coolers must be thoroughly cleaned by forward and backward flushing. For additional information, refer to Transmission Fluid Cooler Backflushing and Cleaning in this section.
   3. All cooler tubes must be thoroughly cleaned by backward and forward flushing. For additional information, refer to Transmission Fluid Cooler Backflushing and Cleaning in this section.
   4. All cooler bypass valves (CBV), if equipped, must be thoroughly cleaned.
   5. Carry out the Transmission Fluid Cooler Flow Test. For additional information, refer to Transmission Fluid Cooler in this section.
   6. If the transmission cooling system fails the Transmission Fluid Cooler Flow Test, install new components as necessary.
   7. If new coolers are to be installed, use only factory-approved repair parts. For additional information, refer to Transmission Fluid Cooler in this section.

Torque Converter Flushing

Printable View (39 KB)

Material

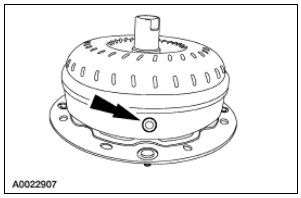
Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V

1. **⚠ CAUTION: If equipped, the torque converter drain plug and seal are not reusable. Discard the drain plug and seal, install a new drain plug and seal assembly.**

   ⚠ CAUTION: Use only clean automatic transmission fluid specified for this transmission. Do not use supplemental transmission fluid additives, treatments or clean agents. The use of these materials can affect transmission operation and result in damage to internal transmission components.

   Using a suitable torque converter fluid cooler cleaner, flush the torque converter.

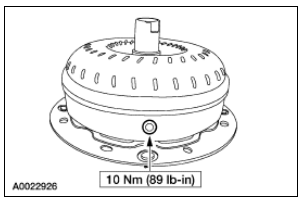
2. After flushing, remove the drain plug and drain the remainder of the fluid.



3. Add 1.9 liter (2 qt.) of clean automatic transmission fluid into the torque converter and agitate by hand.

4. Thoroughly drain the solution.

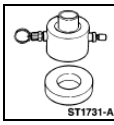
5. If equipped, install a new torque converter drain plug.



Torque Converter Leak Check

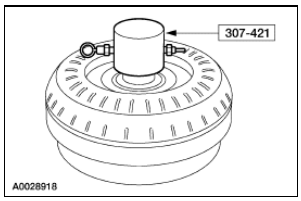
Printable View (87 KB)

Special Tool(s)

 ST1731-A	Leak Tester, Torque Converter 307-421

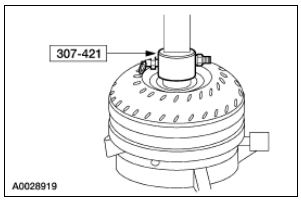
1. Clean the outside surface of the torque converter.

2. Install the special tools into the converter hub.



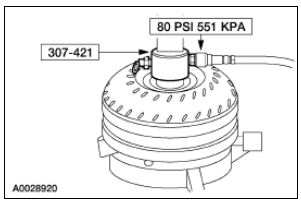
3. **⚠ WARNING: Always follow correct safety procedures while using the press. Failure to follow these instructions may result in personal injury.**

   Install the torque converter with the special tool installed into the arbor press.
   Secure the press. Apply enough force from the press to seal the tool into the torque converter.

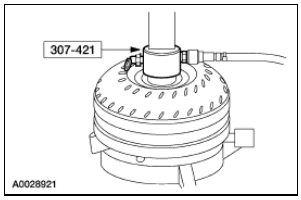


4. **NOTE:** Use clean, dry shop air.

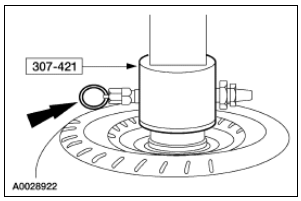
   Apply air pressure to the valve on the special tool.



5. With air pressure applied to the valve, inspect for leaks at the converter hub, the seams, drain plug, and the studs. A soap bubble solution can be applied around those areas to aid in the diagnosis. If a leak is found around the drain plug, install a new drain plug and recheck the torque converter. If any other leaks are present, install a new or remanufactured converter.



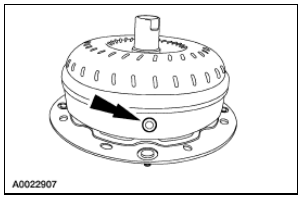
6. Remove the air hose. Release the pressure, and then slowly release the press. Remove the converter. Remove the tool.



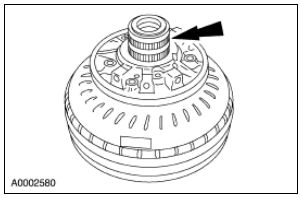
Torque Converter Impeller to Pump Stator Interference Check

Printable View (78 KB)

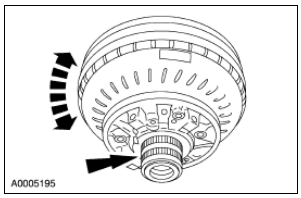
1. If equipped, remove the drain plug and drain the fluid from the torque converter.



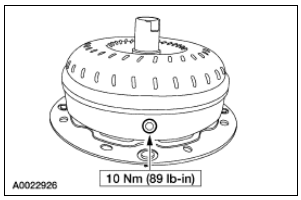
2. Install the fluid pump support into the torque converter. Engage splines of the one-way clutch inner race with the mating splines of the overdrive pump support.



3. While holding the fluid pump support stationary, rotate the torque converter clockwise and counterclockwise. The torque converter should rotate freely with no signs of scraping. If there are signs of scraping, install a new or remanufactured torque converter.



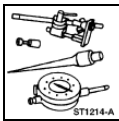
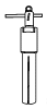
4. If equipped, install a new drain plug in the torque converter.



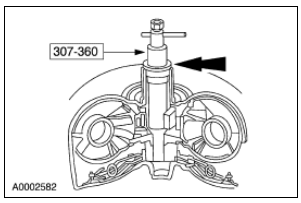
Torque Converter End Play Check

Printable View (78 KB)

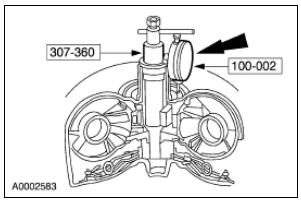
Special Tool(s)

 ST1214-A	Dial Indicator Gauge with Holding Fixture 100-002 (TOOL-4201-C) or equivalent
 ST2128-A	End Play Gauge, Torque Converter 307-360

1. Install the special tool into the torque converter until it bottoms out.
   - Tighten the inner post until the tool is securely locked.



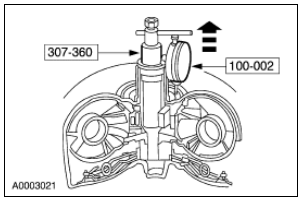
2. Install the special tool on the converter impeller housing and zero the dial.



3. Lift up on the special tool and note the dial indicator reading. If the reading exceeds end play limits, install a new or rebuilt torque converter.

   Torque Converter End Play

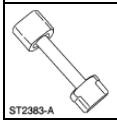
New or Rebuilt Torque Converter	Used Torque Converter
0.44 mm (0.017 in)	Max. 0.80 mm (0.031 in)



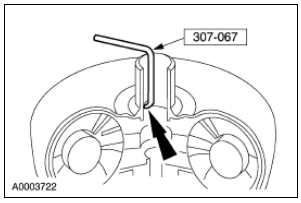
Torque Converter One-Way Clutch Check

Printable View (66 KB)

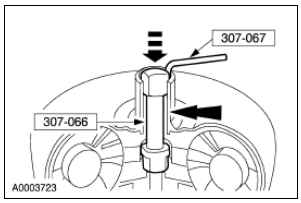
Special Tool(s)

ST1195-A	Holding Tool, Torque Converter Clutch 307-067 (T77L-7902-R)
 ST2383-A	Torque Adapter, Torque Converter Clutch 307-066 (T77L-7902-B)

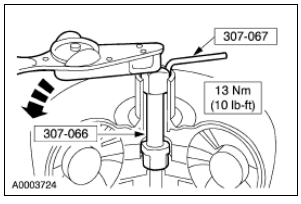
1. Insert the special tool in one of the grooves in the stator bearing retainer.



2. Install the special tools in the converter one-way clutch inner race spline.



3. Use the special tool to hold the stator bearing retainer while using the special tool to turn the converter one-way clutch inner race spline.
   - The torque converter one-way clutch should lock up and hold torque in the counterclockwise direction.
   - The torque converter one-way clutch should rotate freely in the clockwise direction.
   - Try the clutch for lockup and hold in at least five positions.
   - If the converter fails the lockup test torque, install a new or rebuilt torque converter.



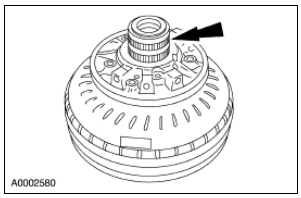
Torque Converter Turbine to Pump Stator Interference Check

Printable View (58 KB)

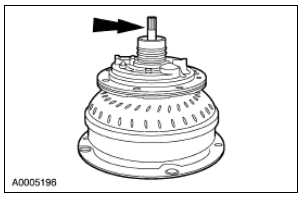
1. **NOTE:** The pump support may remain in the pump assembly during this test.

   Position the torque converter with the pump drive up.

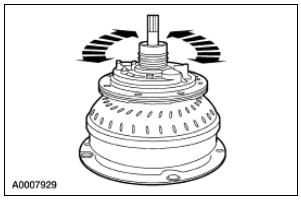
2. Install the pump support into the torque converter. Engage the splines of the one-way clutch inner race with the mating splines of the front pump support.



3. Install the input shaft, engaging the splines with the turbine hub.



4. Check for stator to turbine interference.
   1. Hold the front pump support stationary.
   2. Attempt to rotate the input shaft.
      - The turbine and damper assemblies should rotate in both directions not exceeding maximum torque of 7 Nm (62 lb-in) without any signs of metallic interference or scraping noise.

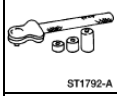
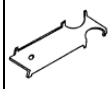


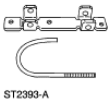
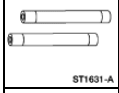
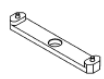
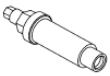
5. If interference exists, the stator front thrust washer may be worn, allowing the stator to hit the turbine. In such cases, a new or remanufactured torque converter must be installed.
   - The converter crankshaft pilot should be checked for nicks or damaged surfaces that could cause interference when installing the torque converter into the crankshaft. Check the converter front impeller hub for nicks or sharp edges that would damage the pump seal.

Transmission

Printable View (2483 KB)

Special Tool(s)

 ST1792-A	Adjustment Set, Transmission Band 307-S022 (T71P-77370-A)
ST1643-A	Installer, Torque Converter Fluid Seal 307-349
ST1200-A	Remover, Bearing Cup 308-047 (T77F-1102-A)
ST1635-A	Installer, Output Shaft Bearing 307-348 (T97T-77110-A)
ST1186-A	Holding Fixture, Transmission 307-003 (T57L-500-B)
ST1274-A	Depth Micrometer 303-D026 (D80P-4201-A) 8" Extension 164-R2753
 ST1633-A	Alignment Gauge, TR Sensor 307-351 (T97L-70010-A)
ST1255-A	Adapter for 303-224 (Handle) 205-153 (T80T-4000-W)
ST1188-A	Installer, Transmission Extension Housing Oil Seal 307-038 (T74P-77052-A)
ST1826-A	Sizer, Piston Seal 307-338 (T95L-70010-G)
ST1817-A	Alignment Set, Fluid Pump 307-S039 (T74P-77103-X)
ST2532-A	Aligner, Fluid Pump Handle 307-431
ST2533-A	Aligner, Fluid Pump Pilot 307-432

ST2432-A	Gauge Bar 307-400
 ST2393-A	Compressor, Servo Cover 307-402
ST1199-A	Installer, Shift Shaft Fluid Seal 307-050 (T74P-77498-A)
 ST1631-A	Handle, Torque Converter 307-091 (T81P-7902-C)
ST1639-A	Aligner, Valve Body 307-334 (T95L-70010-C)
ST2433-A	Alignment Pins, Transmission Pump 307-399
 ST2426-A	Aligner, Flex Plate 307-403
ST2424-A	Compressor, Cushion Spring 307-401
 ST2440-A	Installer, Drive Pinion Flange 205-479
ST2416-A	Installer, Output Shaft Flange 307-404

Material

Item	Specification
MERCON® V Automatic Transmission Fluid XT-5-QM	MERCON® V
Multi-Purpose Grease XG-4	ESR-M1C159-A

NOTE: Inspect the transmission case and extension housing for the following:

- stripped screw hole threads
- gasket and mating surfaces for burrs or nicks
- obstructions to vent and fluid passages
- cracks or warpage

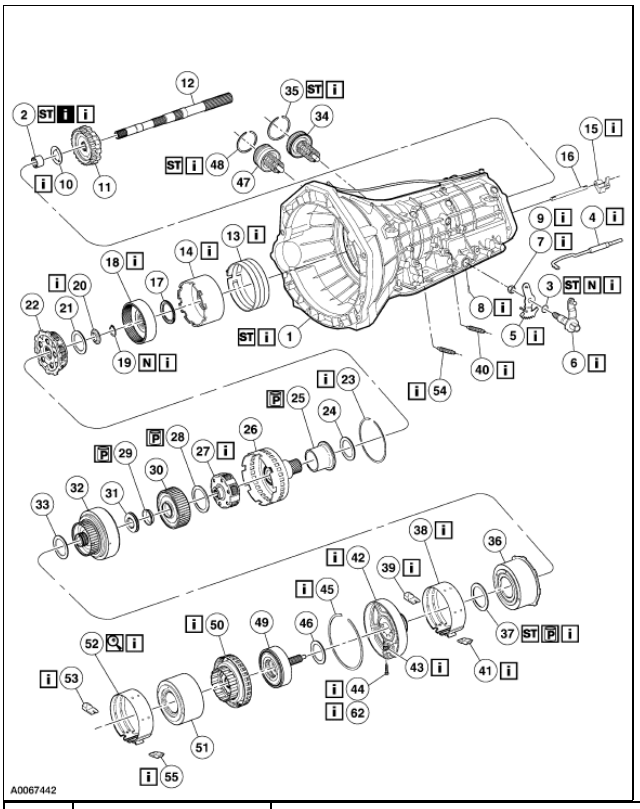
NOTE: Thoroughly clean the transmission case and extension housing in solvent and blow dry with compressed air.

NOTE: Lubricate all seals and the servo bores with clean automatic transmission fluid.

1. If installing a new transmission case bearing, carry out the steps listed.

Component	Items
Rear transmission case bearing	1 and 2
Transmission assembly	1, 3-98

2. Illustration 1 of 2. Assemble the components in the order indicated in the following illustration and table.

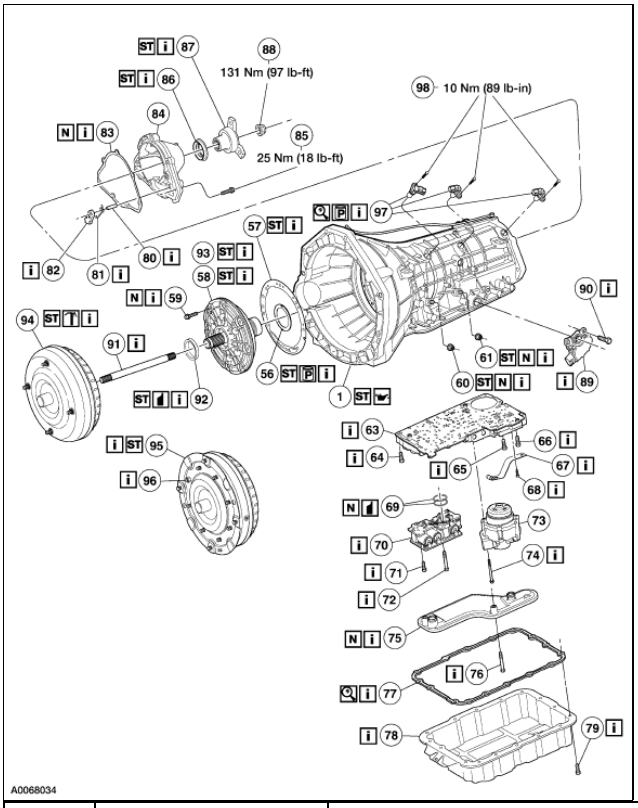


Item	Part Number	Description
1	7005	Transmission case Assembly Note
2	7R205	Case bearing Disassembly Note
2	7R205	Case bearing Assembly Note
3	7B498	Manual control lever seal Assembly Note
4	7A232	Park pawl actuation rod Assembly Note
5	7A115	Manual control valve inner lever Assembly Note
6	7A256	Manual control lever shaft Assembly Note
7	W703001-S309	Manual control lever inner nut Assembly Note
8	7B210	Manual control lever shaft retaining pin Assembly Note

9	W703001-S309	Manual control lever inner nut Assembly Note
10	7B368	Output shaft thrust washer No. 11 Assembly Note
11	7A233	Park gear
12	7060	Output shaft
13	7D095	Reverse band Assembly Note
14	7C498	Reverse brake drum and clutch assembly Assembly Note
15	7A179	Reverse brake drum lever assembly Assembly Note
16	7D433	Reverse band actuating lever shaft
17	7H027	Low/intermediate sun gear bearing
18	7A153	Output shaft ring gear Assembly Note
19	E860527-S	Output shaft retaining ring Assembly Note
20	7B167	Output shaft sleeve Assembly Note
21	7M153	Low/reverse planetary carrier needle bearing No. 9
22	7D006	Reverse planet assembly
23	W702775-S300	Reverse brake drum retaining ring Assembly Note
24	7M153	No. 8 thrust bearing
25	7C167	Low and reverse gear spacer
26	7A019	Shell and sun gear assembly
27	7A398	Forward planet assembly Assembly Note
28	7F374	Forward planet thrust bearing No. 7
29	7D090	Forward clutch hub thrust washer No. 6B
30	7D050	Forward ring gear and hub assembly
31	7D234	Forward ring gear and hub thrust bearing No. 6A
32	7A360	Forward clutch cylinder assembly
33	7M153	No. 5 thrust bearing
34	7D021	Intermediate servo assembly
35	W702777-S300	Intermediate servo retaining ring Assembly Note
36	7D044	Intermediate brake drum assembly
37	7D014	Intermediate clutch drum bearing No. 4 Assembly Note
38	7D034	Intermediate brake band Assembly Note
39	7D029	Intermediate brake band anchor strut Assembly Note

40	7C492	Intermediate brake band adjusting screw Assembly Note
41	7D029	Intermediate brake band apply strut Assembly Note
42	7A130	Center support assembly Assembly Note
43	E826160-S76	Nut and cage assembly Assembly Note
44	W705407-S300	Bolt Assembly Note
45	W702465-S300	Retaining ring Assembly Note
46	7M153	Center shaft thrust bearing No. 3
47	7D021	Overdrive servo assembly
48	7H074	Overdrive servo retaining ring Assembly Note
49	7L678	Hub and ring gear assembly
50	7B446	Overdrive planetary gear carrier assembly Assembly Note
51	7L669	Overdrive brake drum assembly
52	7D034	Overdrive brake band Assembly Note
53	7D029	Overdrive brake band anchor strut Assembly Note
54	7C492	Overdrive brake band adjusting screw Assembly Note
55	7D029	Overdrive brake band apply strut Assembly Note

3. Illustration 2 of 2. Assemble the components in the order indicated in the following illustration and table.



Item	Part Number	Description
56	7D014	Fluid pump support thrust washer No. 1 Assembly Note
57	7A136	Fluid pump gasket Assembly Note
58	7A103	Fluid pump assembly Assembly Note
59	W704892-S300	Fluid pump screws Assembly Note
60	71000-S100	Band adjusting locknut Assembly Note
61	71000-S100	Band adjusting locknut Assembly Note
62	W705407-S300	Bolt Assembly Note
63	7A100	Main control Assembly Note
64	W706672-S300	Main control screws (18 req'd) Assembly Note
65	W702791-S300	Main control screws (1 req'd) Assembly Note
66	W500102-S1300	Main control screws (1 req'd) Assembly Note
67	7E332	Manual valve detent spring Assembly Note
68	W500100-S300	Manual valve detent spring screw Assembly Note
69	W705928-S300	Solenoid body O-ring seals

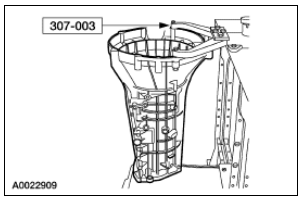
70	7G391	Solenoid body Assembly Note
71	W702921-S300	Solenoid body screw (1 req'd) Assembly Note
72	W703189-S1300	Solenoid body screw (7 req'd) Assembly Note
73	7B193	Reverse servo
74	W702359-S309	Reverse servo screws Assembly Note
75	7A098	Transmission fluid filter Assembly Note
76	W705559-S300	Transmission fluid filter screws Assembly Note
77	7A191	Transmission fluid pan gasket Assembly Note
78	7A194	Transmission fluid pan Assembly Note
79	W500213-S1309	Transmission fluid pan screws Assembly Note
80	7D071	Park pawl shaft Assembly Note
81	7D070	Park pawl return spring Assembly Note
82	7A441	Park pawl Assembly Note
83	7086	Extension housing gasket Assembly Note
84	7A039	Extension housing
85	W500311-S309	Extension housing screws
86	7052	Extension housing seal Assembly Note
87	7089	Output shaft flange Assembly Note
88	W701357-S309	Output shaft flange nut
89	7F293	Transmission range (TR) sensor Assembly Note
90	W500015-S309	Transmission range (TR) sensor screws Assembly Note
91	7017	Input shaft Assembly Note
92	7A248	Front fluid pump seal Assembly Note
93	7A103	Fluid pump assembly Assembly Note
94	7092	Torque converter Assembly Note
95	6K374	Flexplate adapter plate Assembly Note

96	6441	Flexplate adapter plate nuts Assembly Note
97	7H103	Speed sensors Assembly Note
98	W708389-S426	Speed sensor screws

Item 1: Transmission Case Assembly Note

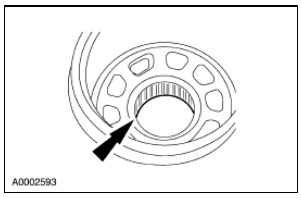
1. ⚠ **WARNING: Make sure the lock pin on the bench-mounted holding fixture is secure. Failure to follow these instructions may result in personal injury.**

   Using the special tool, install the transmission into the bench with the converter housing facing up.

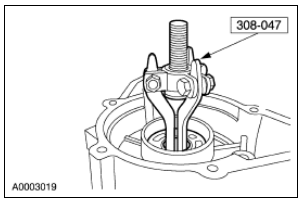


Item 2: Case Bearing Disassembly Note

1. Inspect case bearing for damage. Install a new component as necessary.

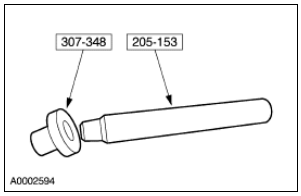


2. Using the special tool, remove the case bearing.
   - Use an oil stone to remove any nicks or burrs in the bearing case bore.



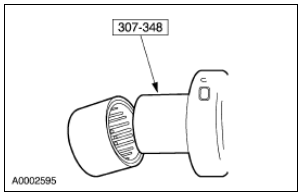
Item 2: Case Bearing Assembly Note

1. Assemble the special tools.

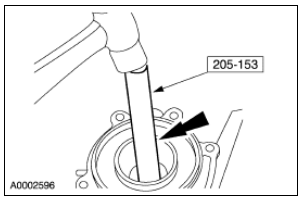


2. ⚠ **CAUTION: Make sure bearing seal ring is facing the drive handle.**

   Install the bearing on the special tools.

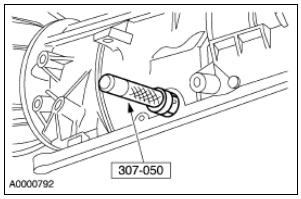


3. Using the special tool, tap case bearing into case bearing bore.



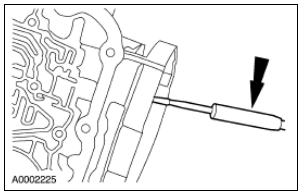
Item 3: Manual Control Lever Seal Assembly Note

1. Using the special tool, install the manual control lever shaft seal and lubricate it with petroleum jelly.



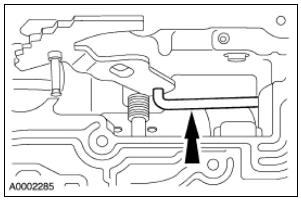
Item 4: Park Pawl Actuating Rod Assembly Note

1. Install the parking lever rod.



Item 5: Manual Control Valve Inner Lever Assembly Note

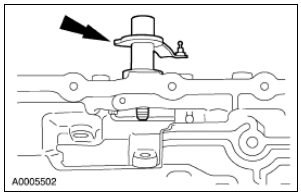
1. Assemble the manual valve inner lever and parking lever actuating rod as shown.



Item 6: Manual Control Lever Shaft Assembly Note

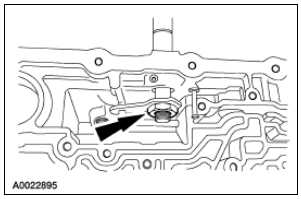
1. ⚠ **CAUTION: Align the flats on the manual valve inner lever with the flats on the manual control lever shaft.**

   Install the manual control lever shaft.



Item 7: Manual Control Lever Inner Nut Assembly Note

1. Install the manual valve inner lever onto the manual shaft and loosely install the nut.



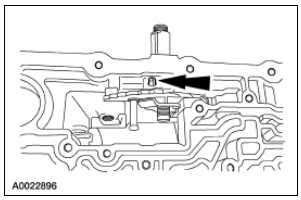
Item 8: Manual Control Lever Shaft Retaining Pin Assembly Note

1. ⚠ **CAUTION: Use care not to damage the fluid pan rail surface when installing the retaining pin.**

   NOTE: Align the manual control lever shaft alignment groove with the manual control lever shaft spring pin bore in the transmission case.

   Install the manual control lever shaft spring pin.

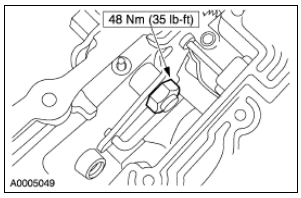
   - Tap the manual control lever shaft spring pin into the transmission case.



Item 9: Manual Control Lever Inner Nut Assembly Note

1. ⚠ **CAUTION: To avoid damage, do not allow the wrench to strike the manual valve inner lever pin.**

   Tighten the nut.

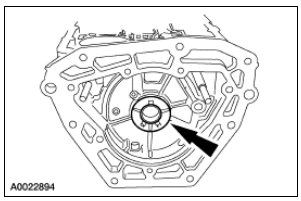


Item 10: Output Shaft Thrust Washer No. 11 Assembly Note

1. ⚠ **CAUTION: The tabs on the output shaft thrust washer (No. 11) point into the case. Make sure the thrust washer is correctly seated.**

   Install the output shaft thrust washer (No. 11).

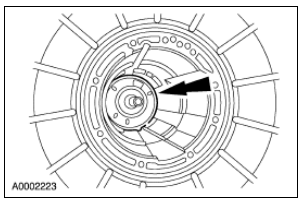
- Coat the output shaft thrust washer with petroleum jelly.



Item 13: Reverse Band Assembly Note

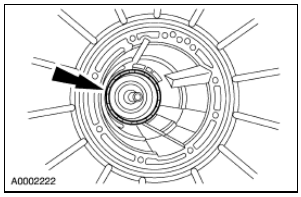
1. ⚠ **CAUTION: Make sure band is resting on the two anchor pins in the case.**

   Install the low/reverse band over the low/reverse brake drum.



Item 14: Reverse Brake Drum and Clutch Assembly Assembly Note

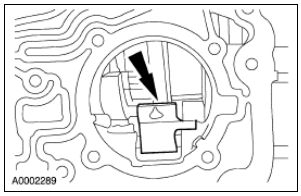
1. Install the low/reverse brake drum.
   - Rotate the low/reverse brake drum clockwise to install.



Item 15: Reverse Brake Drum Lever Assembly Assembly Note

1. **NOTE:** The reverse band actuating lever must fit into the notches in the band.

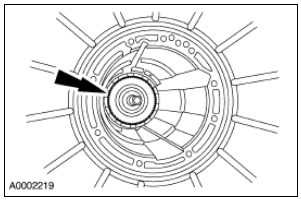
   Install the reverse band actuating lever into the reverse band.



Item 18: Output Shaft Ring Gear Assembly Note

1. ⚠ **CAUTION: Do not damage the seal against the case during assembly.**

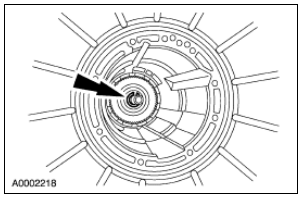
   Install the output shaft ring gear, hub and seal.



Item 19: Output Shaft Retaining Ring Assembly Note

1. ⚠ **CAUTION: Always install a new output shaft retaining ring.**

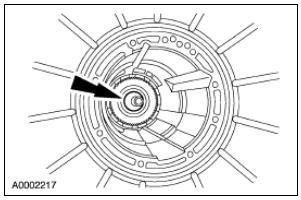
   Install a new output shaft retaining ring.



Item 20: Output Shaft Sleeve Assembly Note

1. **NOTE:** Install the output shaft sleeve with the cone facing up. This sleeve will snap into place when correctly installed.

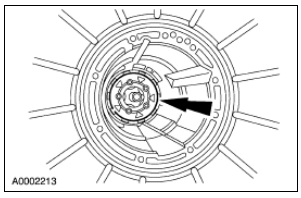
   Install the output shaft sleeve.



Item 23: Reverse Brake Drum Retaining Ring Assembly Note

1. ⚠ **CAUTION: The low/reverse brake drum must be pulled forward to install the low/reverse planet retaining ring.**

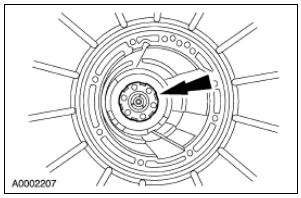
   Install the retaining ring.



Item 27: Forward Planet Assembly Assembly Note

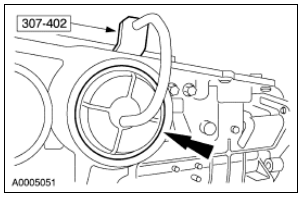
1. **NOTE:** The No. 13 bearing must be correctly seated in the forward planet assembly so the sun gear can be installed correctly.

   Install the forward planetary assembly.



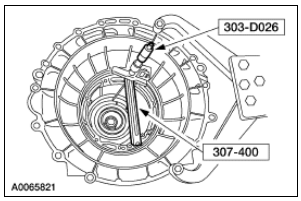
Item 35: Intermediate Servo Retaining Ring Assembly Note

1. Using the special tool, install the retaining ring.



Item 37: Intermediate Clutch Drum Bearing No. 4 Assembly Note

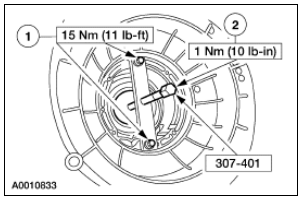
1. Using the special tools, measure from the top of the gauge bar to center support ledge in case at four places 90 degrees apart.
    - Add the four measurements, divide by four, and record as dimension A.



2. ⚠ **CAUTION: The torque specifications are critical for this procedure. Failure to use the correct torque specifications may cause transmission damage.**

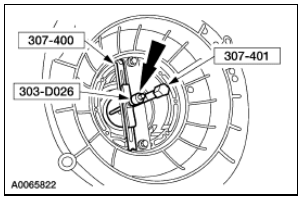
   Install the special tool.

   1. Install the special tool and the screws using the two pump screw locations at approximately 6 and 12 o'clock positions.
   2. Tighten the center screw.



3. **NOTE:** Align the disc holes on special tool with the slot in gauge bar for correct measurement.

   Measure the distance from the top of the gauge bar to the drum bearing surface through the hole in the disc and record as dimension B. Repeat measurement 180 degrees opposite side of the special tool and record as dimension C.



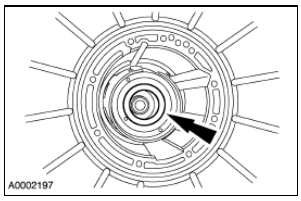
4. Add dimension B to C, divide by two and record as dimension D.

5. Subtract A from D, and record as dimension E.

6. Select bearing from the following chart, using dimension E.

Dimension E	Service Part Number (7D014)	Bearing Thickness	Identification (Notches)
1.69-1.87 mm (0.066-0.074 in)	XW4Z-CA	2.65-2.80 mm (0.104-0.110 in)	None
1.88-2.04 mm (0.073-0.080 in)	XW4X-DA	2.83-2.98 mm (0.111-0.116 in)	One
2.05-2.22 mm (0.081- 0.088 in)	XW4Z-EA	3.01-3.16 mm (0.118-0.124 in)	Two
2.23-2.43 mm (0.088-0.096 in)	XW4Z-FA	3.21-3.36 mm (0.126-0.132 in)	Three

7. Install the selected No. 4 thrust washer on the direct clutch drum.
   - Coat the thrust washer with petroleum jelly.



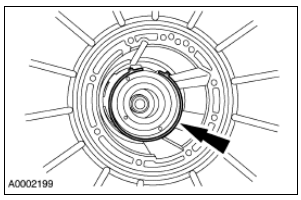
Item 38: Intermediate Brake Band Assembly Note

1. **NOTE:** Make sure that the intermediate band apply strut is aligned with the band notch.

   NOTE: If the intermediate band is reused, it must be installed in the same position as when removed.

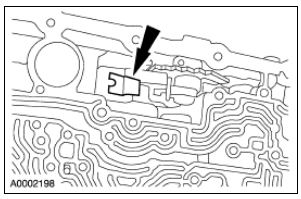
   NOTE: The intermediate band is new, and dark in color. This is a normal condition of the band. Hairline cracks in the band are also considered normal. Do not install a new band based solely on the color.

   Install the intermediate band.



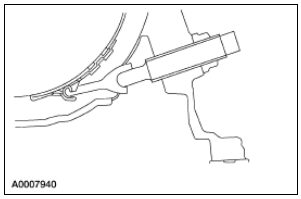
Item 39: Intermediate Brake Band Anchor Strut Assembly Note

1. Install the intermediate band anchor strut.



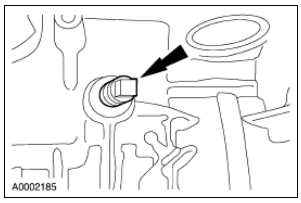
2. ⚠ **CAUTION: If the strut is installed incorrectly, transmission damage will occur.**

   Check to make sure that the intermediate band anchor strut is installed in the correct orientation to the case and adjustment screw.



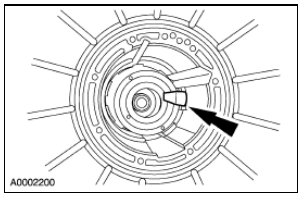
Item 40: Intermediate Brake Band Adjusting Screw Assembly Note

1. Loosely install the screw.



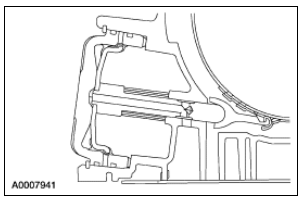
Item 41: Intermediate Brake Band Apply Strut Assembly Note

1. Install the intermediate band apply strut.



2. ⚠ **CAUTION: If the strut is installed incorrectly, transmission damage will occur.**

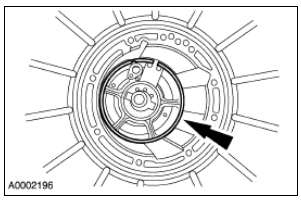
   Check to make sure that the intermediate band apply strut is installed in the correct orientation to the case and piston rod.



Item 42: Center Support Assembly Assembly Note

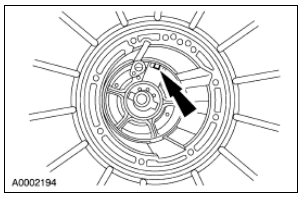
1. **NOTE:** Align the center support screw hole with correct case hole.

Install the center support.



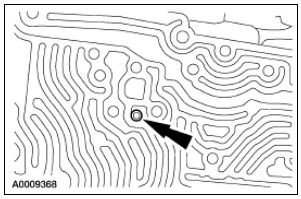
Item 43: Nut and Cage Assembly Assembly Note

1. Install the center support locknut and cage.



Item 44: Bolt Assembly Note

1. Loosely install the screw.



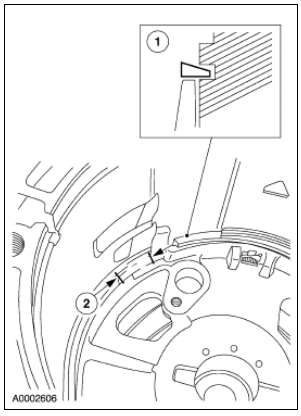
Item 45: Retaining Ring Assembly Note

1. **⚠ CAUTION: Install the center support retaining ring with the tapered side facing up.**

   ⚠ CAUTION: Make sure the notch opening is not obstructed by the center support retaining ring.

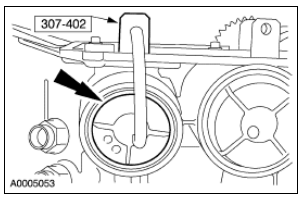
   Install the center support retaining ring.

   1. Make sure the center support retaining ring is installed with the tapered side facing up.
   2. Make sure the opening of the center support retaining ring is positioned correctly.



Item 48: Overdrive Servo Retaining Ring Assembly Note

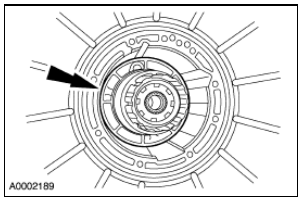
1. Using the special tools, install the retaining ring.



Item 50: Overdrive Planetary Gear Carrier Assembly Assembly Note

1. ⚠ **CAUTION: Do not bend the trigger wheel. Make sure that the No. 2 thrust bearing is in this assembly.**

   Install the planetary gear overdrive carrier.



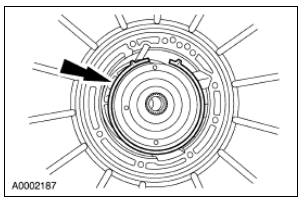
Item 52: Overdrive Brake Band Assembly Note

1. **NOTE:** If the overdrive band is reused, it must be installed in the same position as when removed.

   NOTE: Make sure that the overdrive band apply strut is aligned with the band notch.

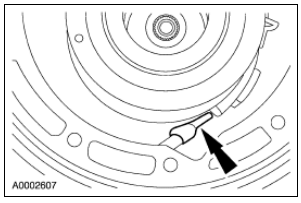
   NOTE: The overdrive band is new, and dark in color. This is a normal condition of the band. Hairline cracks in the band are also considered normal. Do not install a new band based solely on the color.

   Install the overdrive band.



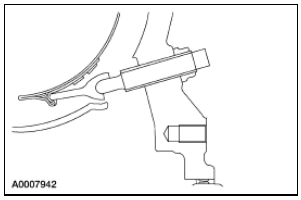
Item 53: Overdrive Brake Band Anchor Strut Assembly Note

1. Install the overdrive anchor strut.



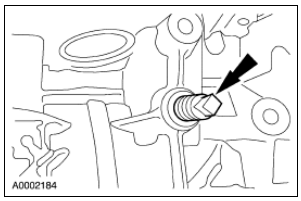
2. ⚠ **CAUTION: If the strut is installed incorrectly, transmission damage will occur.**

   Check to make sure that the overdrive band anchor strut is installed in the correct orientation to the case and adjustment screw.



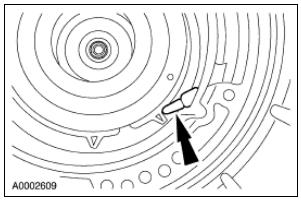
Item 54: Overdrive Brake Band Adjusting Screw Assembly Note

1. Loosely install the screw.



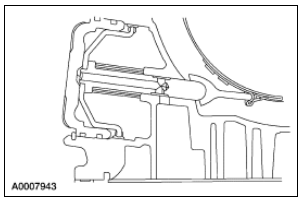
Item 55: Overdrive Brake Band Apply Strut Assembly Note

1. Install the overdrive apply strut.



2. ⚠ **CAUTION: If the strut is installed incorrectly, transmission damage will occur.**

   Check to make sure that the overdrive band apply strut is installed in the correct orientation to the case and piston rod.

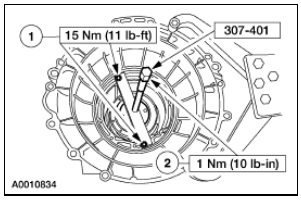


Item 56: Fluid Pump Support Thrust Washer No. 1 Assembly Note

1. ⚠ **CAUTION: The torque specifications are critical for this procedure. Failure to use the correct torque specifications may cause transmission damage.**

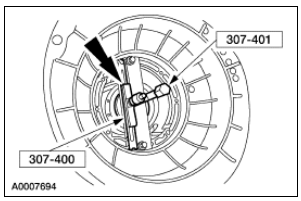
   Install the special tool.

   1. Install the special tool and the screws using the two pump screw locations at approximately 6 and 12 o'clock positions.
   2. Tighten the center screw.



2. **NOTE:** Align the disc holes on special tool with the slot in gauge bar for correct measurement.

   Measure the distance from the top of the gauge bar to the drum bearing surface through the hole in the disc and record as dimension A. Repeat measurement 180 degrees opposite side of the special tool and record as dimension B.



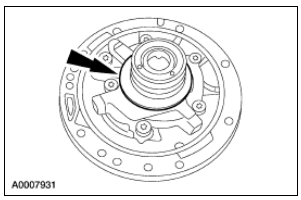
3. Add dimension A to B, divide by two and record as dimension C.

4. Subtract the thickness of the gauge bar 17.78 mm (0.71 in) from dimension C, and record as dimension D.

5. Select the No.1 thrust bearing from the following chart using dimension D.

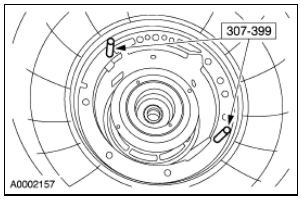
Dimension D	Service Part Number (7D014)	Bearing Thickness	Identification (Color/ID)
38.05-38.24 mm (1.50-1.51 in)	XW4Z-XA	1.70-1.75 mm (0.06 in)	Brown/8
38.25-38.40 mm (1.51 in)	XW4Z-NA	1.85-1.90 mm (0.07 in)	Red/4
38.44-38.59 mm (1.51-1.52 in)	XW4Z-RA	2.05-2.10 mm (0.08 in)	Black/6
38.60-38.76 mm (1.52-1.53 in)	XW4Z-YA	2.20-2.25 mm (0.09 in)	Orange/9
38.77-38.97 mm (1.53 in)	XW4Z-ZA	2.40-2.45 mm (0.10 in)	Purple/10

6. Install the selected No. 1 fluid pump input thrust washer.
   - Coat the fluid pump input thrust washer with petroleum jelly.

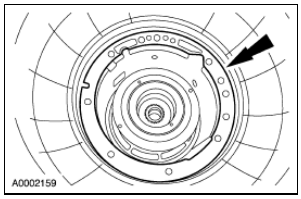


Item 57: Fluid Pump Gasket Assembly Note

1. Install the special tools into the transmission case.



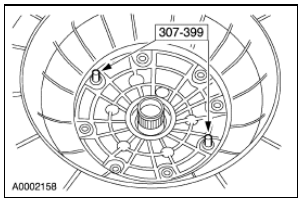
2. Install the pump gasket.



Items 58 and 59: Fluid Pump Assembly Assembly Note

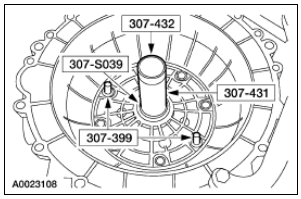
1. ⚠ **CAUTION: Make sure that the fluid pump inlet thrust washer (No. 1), selective thrust washer, fluid pump gasket, and the fluid pump-to-case O-ring seal remain in the correct position throughout this step.**

   Install the fluid pump.

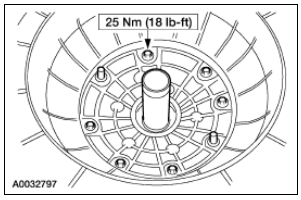


2. ⚠ **CAUTION: The special tools must be used to correctly align the pump with the adapter plate to reduce gear noise, bushing failure, and leakage.**

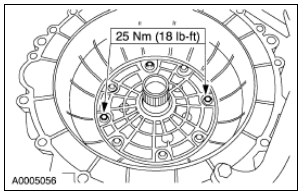
   Using the special tool, align the fluid pump to the adapter plate.



3. Install screws. Tighten the screws in a star pattern.



4. Remove the special tools and install the two remaining screws.

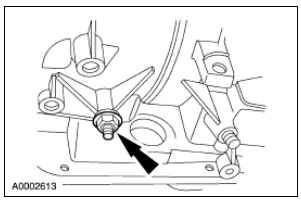


Item 60: Band Adjusting Locknut Assembly Note

1. **⚠ CAUTION: Do not allow overdrive band adjustment screw to back out. Band strut could fall out of position.**

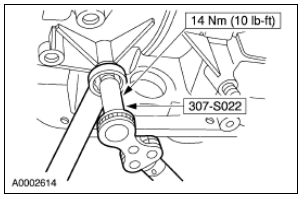
   ⚠ CAUTION: Install, but do not tighten, a new locknut on the band adjustment screw. Apply petroleum jelly to the locknut seal.

   Install a new locknut on the band adjustment screw.

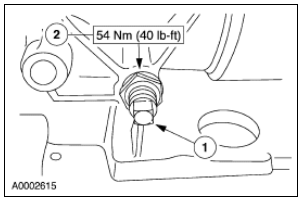


2. **⚠ CAUTION: The overdrive servo must be installed prior to band adjustment.**

   Using the special tool, tighten the overdrive band adjustment screw. Then back off the screw exactly (1.5) turns and hold that position.



3. Tighten the overdrive band locknut.
   1. Hold the overdrive band adjustment screw stationary.
   2. Tighten the overdrive band locknut.

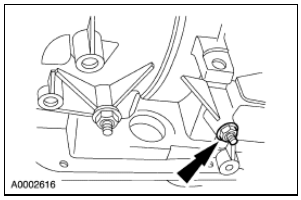


Item 61: Band Adjusting Locknut Assembly Note

1. **⚠ CAUTION: Do not allow the intermediate band adjusting screw to back out. Band strut could fall out of position.**

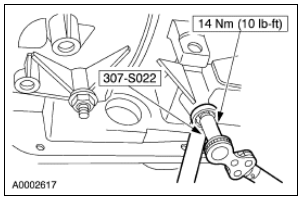
   ⚠ CAUTION: Install, but do not tighten, a new locknut on the band adjustment screw. Apply petroleum jelly to the locknut seal.

   Install new nut on the band adjustment screw.

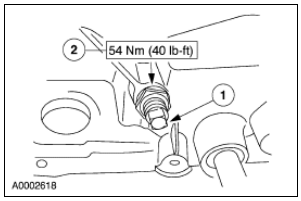


2. ⚠ **CAUTION: The intermediate servo must be installed prior to band adjustment.**

   Tighten the intermediate band adjustment screw. Then back off the screw exactly (1.5) turns and hold that position.

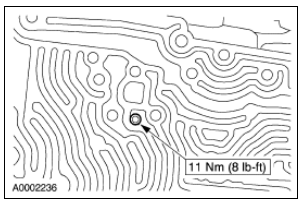


3. Tighten the intermediate band locknut.
   1. Hold the intermediate band adjustment screw stationary.
   2. Tighten the intermediate band locknut.



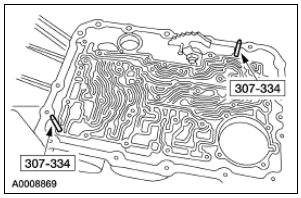
Item 62: Bolt Assembly Note

1. Tighten the center support bolt.

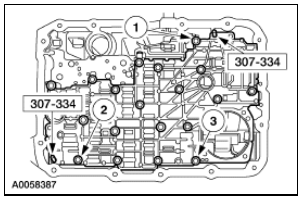


Items 63, 64, 65 and 66: Main Control and Screws Assembly Note

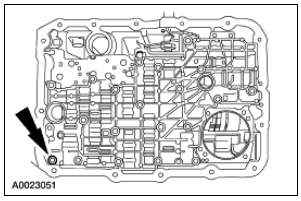
1. Install the special tools into the transmission case.



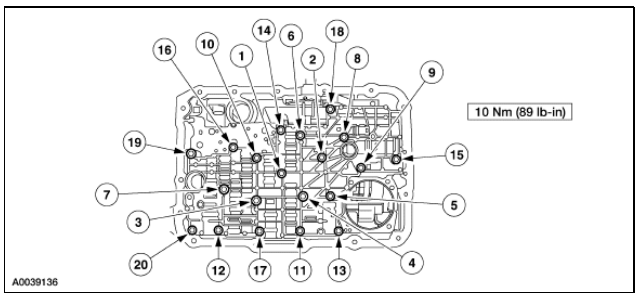
2. Using the special tools, install the main control valve body and loosely install the screws.
   1. Install the short screw.
   2. Install the screw with the larger head.
   3. Install the remaining screws.



3. Remove the special tools, and loosely install the screw.

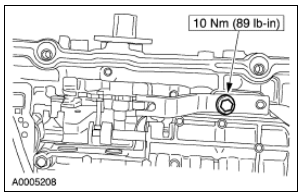


4. Tighten the screws in the sequence shown.



Items 67 and 68: Manual Valve Detent Spring and Screw Assembly Note

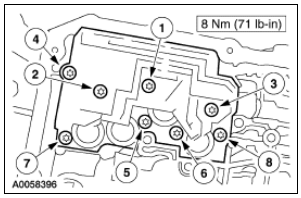
1. With the manual lever in the NEUTRAL position, install the manual valve detent spring.



Items 70, 71 and 72: Solenoid Body Screws Assembly Note

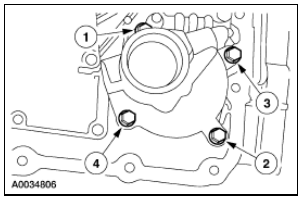
1. ⚠ **CAUTION: Inspect the transmission case bore to make sure it is free of debris and not damaged. If damaged, a transmission leak may occur.**

   Install the solenoid body. Tighten screws in sequence shown.



Item 74: Reverse Servo Screws Assembly Note

1. Install the reverse servo. Tighten the screws in the sequence shown in two stages.
   - Stage 1: Tighten screws to 5 Nm (44 lb-in).
   - Stage 2: Tighten screws to 11 Nm (8 lb-ft).

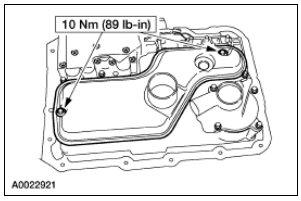


Items 75 and 76: Transmission Fluid Filter and Screws Assembly Note

1. ⚠ **CAUTION: Lubricate the fluid filter seals with clean automatic transmission fluid or they may be damaged.**

   NOTE: Make sure that the fluid filter seals are correctly seated on the filter.

   Lubricate the seals and install the transmission fluid filter.



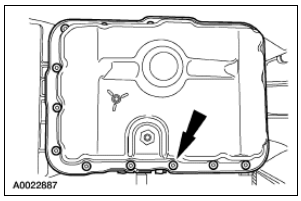
Item 77: Transmission Fluid Pan Gasket Assembly Note

1. **NOTE:** The transmission fluid pan gasket is reusable. Clean and inspect for damage. If not damaged, the gasket should be reused.

   Install the transmission fluid pan and gasket.

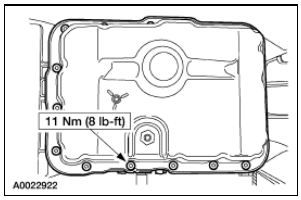
Item 78: Transmission Fluid Pan Assembly Note

1. Install the transmission fluid pan and loosely install the screws.



Item 79: Transmission Fluid Pan Screws Assembly Note

1. Tighten the 16 screws in a crisscross sequence.

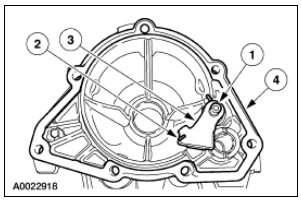


Items 80, 81, 82 and 83: Park Pawl Assembly Note

1. **NOTE:** The 4x2 vehicle is shown, the 4x4 is similar.

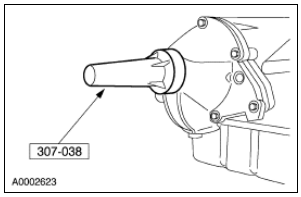
   Install the parking pawl assembly and gasket.

1. Install the parking pawl shaft.
2. Install the parking pawl return spring.
3. Install the parking pawl.
4. Install a new gasket.



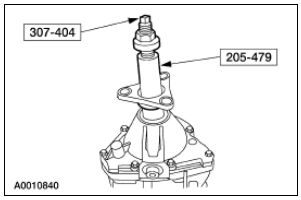
Item 86: Extension Housing Seal Assembly Note

1. Using the special tool, install the extension housing seal.



Item 87: Output Shaft Flange Assembly Note

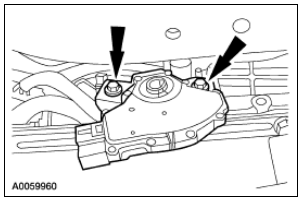
1. Using the special tools, install the output shaft flange.



Items 89 and 90: Transmission Range (TR) Sensor Screws Assembly Note

1. ⚠ **CAUTION: The digital transmission range sensor must fit flush against the boss on the case to prevent damage to the sensor.**

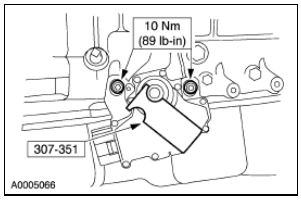
   Install the digital transmission range (TR) sensor and loosely install the screws.



2. ⚠ **CAUTION: Tightening one screw before tightening the other may cause the sensor to bind or become damaged.**

   NOTE: The manual lever must be in the NEUTRAL position.

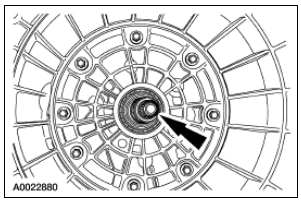
   Using the special tool, align the digital TR sensor and tighten the screws in an alternating sequence.



Item 91: Input Shaft Assembly Note

1. ⚠ **CAUTION: The splines of the input shaft are not the same length on both ends. The shaft end with the shorter splines goes into the fluid pump.**

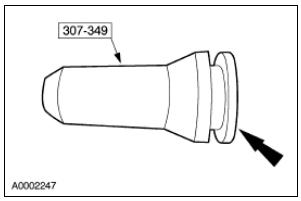
   Install the input shaft.



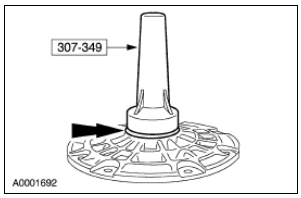
Item 92: Front Fluid Pump Seal Assembly Note

1. **NOTE:** Check and make sure that the garter spring in the seal has not popped off of the converter hub seal.

   Install a new seal onto the special tool.

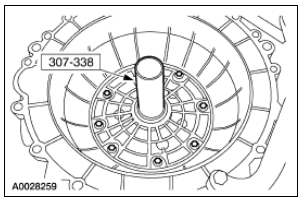


2. Using the special tool, install a new converter hub seal.

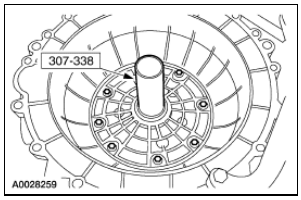


Item 93: Fluid Pump Assembly Assembly Note

1. Using the special tool, make sure that the fluid pump gear seal ring is fully seated.



2. Remove the special tool.



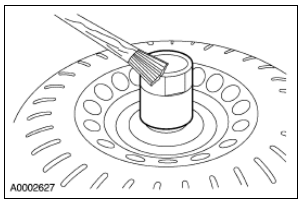
Item 94: Torque Converter Assembly Note

1. **⚠ CAUTION: Do not damage the fluid pump gear O-ring seal when installing the torque converter.**

   ⚠ CAUTION: Make sure the converter hub is fully engaged in the pump support and gear and rotates freely. Do not damage the hub seal.

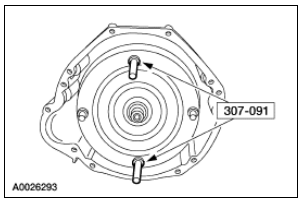
   ⚠ CAUTION: If the torque converter slides out, the hub seal may become damaged.

   Lubricate the converter hub with clean automatic transmission fluid.

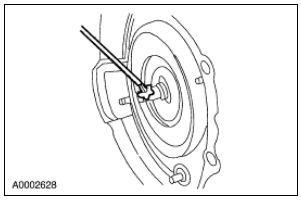


2. **⚠ WARNING: The torque converter can fall out if the transmission is tipped. Failure to follow these instructions may cause personal injury.**

   Using the special tools, install the torque converter by pushing and rotating.



3. Lubricate the torque converter pilot hub with multipurpose grease.



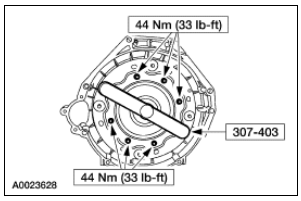
Items 95 and 96: Flexplate Adapter Plate and Nuts Assembly Note

1. **⚠ CAUTION: The special tool must be used to correctly align the adapter plate to the converter or transmission damage could occur.**

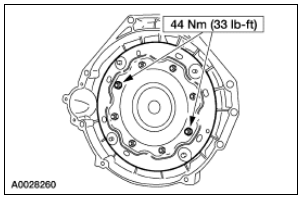
   In order to correctly install the special service tool, it must be installed using one round and one oblong hole. Using two oblong holes will cause damage to the transmission.

   NOTE: Align the identifying mark made on the nut, stud, and adapter plate during disassembly for correct installation.

If the vehicle is equipped, use the special tool to install the torque converter flexplate adapter assembly and eight nuts.

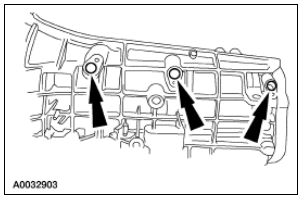


2. Install two torque converter flexplate adapter nuts.



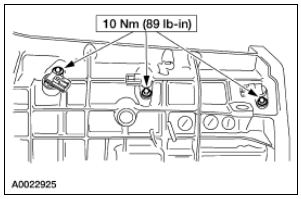
Item 97: Speed Sensor Assembly Note

1. Using one of the speed sensor holes, fill the transmission with 8.5L (9 quarts) of automatic transmission fluid.



2. **NOTE:** Inspect the speed sensor O-ring seals for damage. If damage to the seal is found, install a new seal. Lubricate the O-ring seals with petroleum jelly to prevent damage to the O-ring seals

   Install the speed sensors.



3. Before installing transmission, make sure that the transmission cooling system (tube and cooler) have been thoroughly flushed. If contamination cannot be removed or correct flow cannot be obtained, install a new cooler and/or tubes. For additional information, refer to Transmission Fluid Cooler .

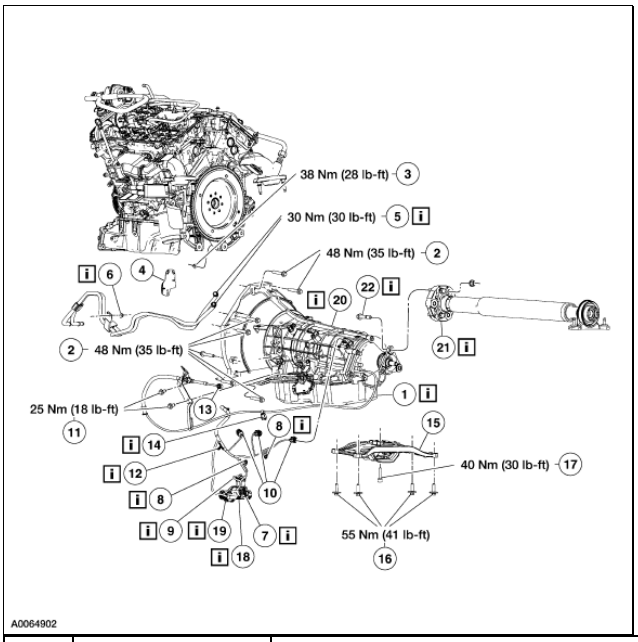
Transmission

Printable View (499 KB)

1. **WARNING: Secure the transmission to the transmission jack with a safety chain. Failure to follow these instructions can result in personal injury.**

   Secure the transmission to the transmission jack with a safety chain.

2. Install the components in order indicated in the following illustration and table.



Item	Part Number	Description
1	7000	Transmission assembly Installation Note
2	W500128-S	Bell housing screws
3	W705443-S	Torque converter nuts
4	6C070	Torque converter access plug
5	7A030	Fluid cooler tube nuts Installation Note
6		Fluid cooler tube bracket nut (part of 7A030) Installation Note
7	14A464	Transmission range (TR) sensor electrical connector Installation Note
8	14A464	Wire harness retainers Installation Note
9	7C078	Solenoid body harness connector Installation Note
10	14A464	Speed sensor connectors
11	N605918-S	Shift cable bracket and screws
12	14A464	Wire harness retainer Installation Note

13	7E395	Shift cable eyelet
14	7E395	Shift cable retainer Installation Note
15	6A023	Transmission support
16	W704971-S426	Transmission support outer screws
17	W705966-S426	Transmission support center screw
18	9F472	Heated oxygen sensor electrical connector retainer (part of 9F472) Installation Note
19	9F472	Heated oxygen sensor electrical connector (part of 9F427) Installation Note
20	7005	Transmission assembly Installation Note
21		Output shaft flange coupler Installation Note
22		Output shaft flange coupler screws Installation Note

3. Install the exhaust system and front heat shields. For additional information, refer to Section 309-00 .

4. **NOTE:** When the battery has been disconnected and reconnected, some abnormal drive symptoms can occur while the vehicle relearns its adaptive strategy. The customer needs to be notified that they can experience slightly different upshifts (either soft or firm) and that this is a temporary condition and will eventually return to normal operating condition.

   Connect the battery ground cable. For additional information, refer to Section 414-00 .

5. Carry out the fluid level check. For additional information, refer to Transmission Fluid Level Check in this section.

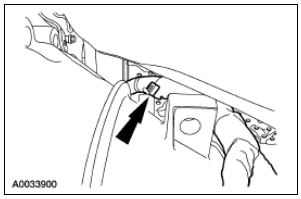
6. Verify that the shift cable is correctly adjusted. For additional information, refer to Selector Lever Cable Adjustment in this section.

7. Check the operation of the transmission and inspect for leaks.

Item 1: Transmission Assembly Installation Note

1. **NOTE:** Align the flexplate-to-converter marks made during the removal procedure.

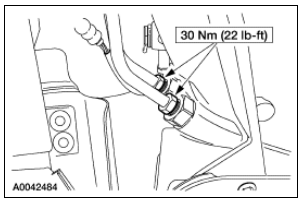
   While raising and positioning the transmission to the engine, install the wire harness to the top of the transmission.



Item 5: Fluid Cooler Tube Nuts Installation Note

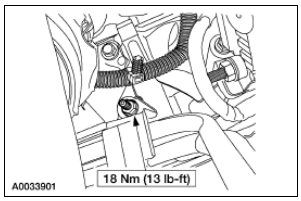
1. **⚠ CAUTION: Use care not to bend or force the cooler tubes otherwise damage to the cooler tubes and the transmission can result.**

   Install the transmission fluid cooler tubes.

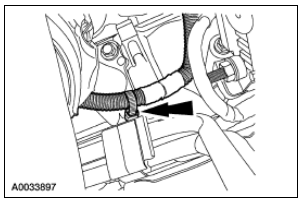


Item 6: Fluid Cooler Tube Bracket Nuts Installation Note

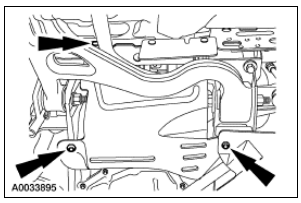
1. Install the transmission fluid cooler line bracket.



2. Connect the wire harness to the cooler line bracket.

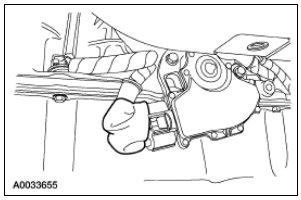


3. Install the splash shield then install the screws and pushpin.

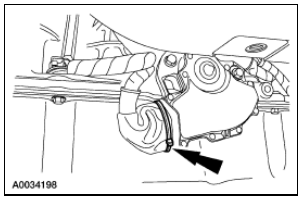


Item 7: Transmission Range (TR) Sensor Electrical Connector Installation Note

1. Reconnect the digital TR sensor connector.

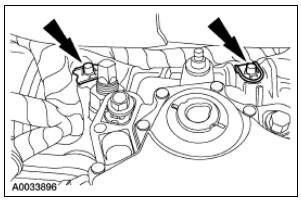


2. Slide the boot over the digital TR sensor connector and install a new tie strap.



Item 8: Wire Harness Retainers Installation Note

1. Connect the wire harness retainers to the transmission.



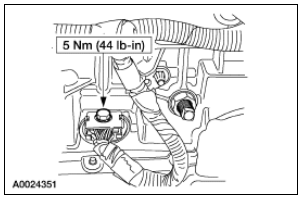
Item 9: Solenoid Body Harness Connector Installation Note

1. ⚠ **CAUTION: Damage will occur to the solenoid body assembly if the screw is tightened above the specification.**

   NOTE: Always install new O-ring seals on the vehicle harness connector.

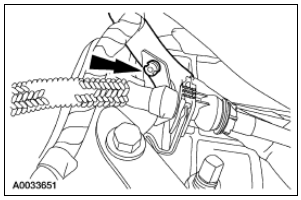
   NOTE: Use petroleum jelly to lubricate the O-ring seals to aid in the installation process.

   Install and lubricate new O-ring seals on the transmission connector and connect the connector.



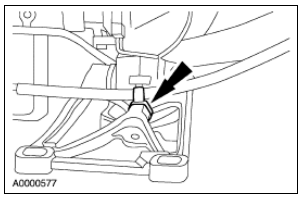
Item 12: Wire Harness Retainer Installation Note

1. Install the wire harness to the top of the transmission shift cable bracket.



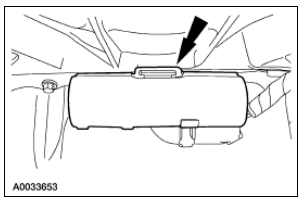
Item 14: Shift Cable Retainer Installation Note

1. Install the shift cable to the rear transmission support.



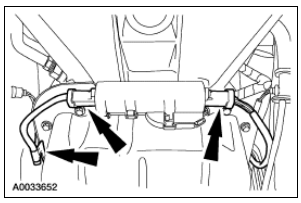
Item 18: Heated Oxygen Sensor Electrical Connector Retainer Installation Note

1. Install the heated oxygen sensor connector to the front of the transmission pan rail.



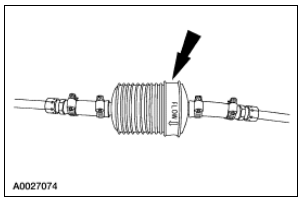
Item 19: Heated Oxygen Sensor Electrical Connector Installation Note

1. Reconnect the heated oxygen sensor connectors and install the sensor wire retaining clip to the right side of the transmission pan rail.



Item 20: Transmission Assembly Installation Note

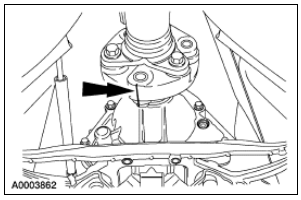
1. Prior to lowering the vehicle, use the following guidelines for the in-line transmission fluid filter:
   - If the transmission was overhauled and the vehicle was equipped with an in-line fluid filter, install a new in-line fluid filter.
   - If the transmission was overhauled and the vehicle was not equipped with an in-line fluid filter, install a new in-line fluid filter kit.
   - If the transmission is being installed for a non-internal repair, do not install an in-line filter or filter kit.
   - If installing a Ford-authorized remanufactured transmission, install the in-line transmission fluid filter that is supplied.
     Prior to lowering the vehicle, install a new in-line transmission filter or a filter kit.



Item 21: Output Shaft Flange Coupler Installation Note

1. ⚠ **CAUTION: Align the index marks made during removal or driveshaft imbalance can occur.**

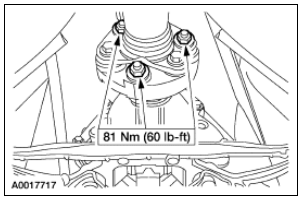
   Align the index marks and position the bushing on the transmission flange piloting system.



Item 22: Output Shaft Flange Coupler Screws Installation Note

1. **⚠ CAUTION: Install the bolts, washers, and nuts in their original position or driveshaft imbalance can occur. Install the driveshaft flex coupling bolts with the head of the bolt seated against the flange, and the nuts seated against the flex coupling.**

   Install the three nuts, washers and bolts.



Exhaust System Component Location Index

Printable View (85 KB)

Printable View (7 KB)

General Specifications

Item	Specification
Silicone Lubricant F5AZ-19553	ESR-M13P4 A

Torque Specifications

Description	Nm	lb-ft	lb-in
Three-way catalytic converter-to-exhaust manifold nuts	40	30	
Muffler and resonator assembly nuts	47	35	
Heat shield bolts and nuts	10		89
Worm clamp	7		62
Muffler brace bolts	25	18	
Exhaust hanger bracket bolts	30	22	
Heated oxygen sensor	41	30	
Catalyst monitor sensor	41	30	

Exhaust System Printable View (12 KB)

Inspection and Verification

1. Verify the customer concern by running the engine or by road testing the vehicle.
2. Visually inspect for obvious signs of mechanical or electrical damage. Refer to the following chart.

Visual Inspection Chart

Mechanical	Electrical
• Cracked exhaust manifold • Exhaust pipe pinched or crushed • Damaged catalytic converter • Loose or damaged vacuum hose • Damaged exhaust hanger brackets • Leaking fuel injector(s) • Resricted or damaged air inlet passage • Dirty engine air cleaner	• Damaged or loose electrical connector • Misrouted or damaged wiring • Damaged ignition system • Worn or damaged HO2S sensor

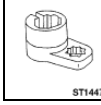
3. Inspect the wiring and connectors of the HO2S or catalyst monitor sensors for looseness, corrosion or other damage.
4. If the concern is not visually evident, determine the symptom and proceed to the symptom chart.

Symptom Chart

Symptom Chart

Exhaust System 3.0L (4V) Printable View (148 KB)

Special Tool(s)

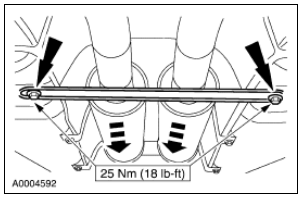
 ST1447-A	Socket, Exhaust Gas Oxygen Sensor 303-476 (T94P-9472-A)

Material

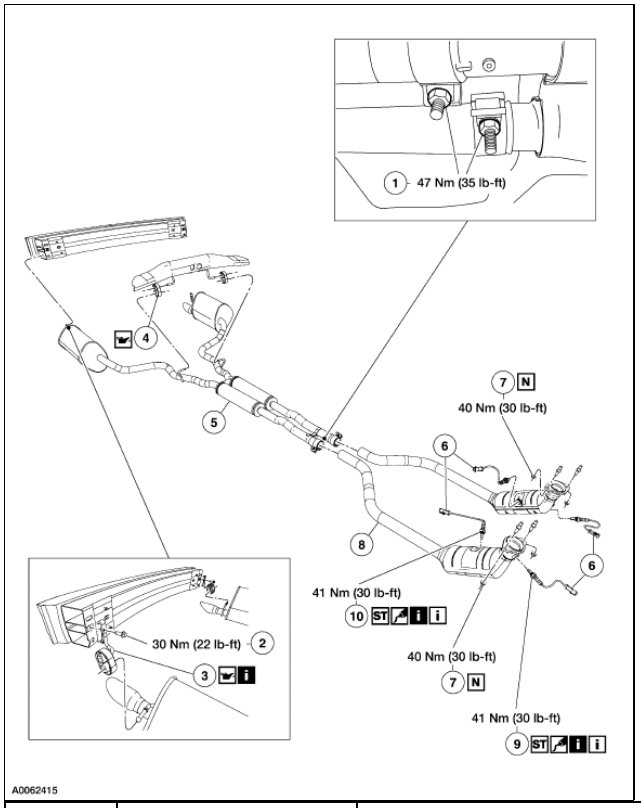
Item	Specification
High Temperature Nickel Anti-Seize Lubricant XL-2 (in Canada CXG-2-B)	ESE-M12A4-A
Penetrating and Lock Lubricant XL-1	N/A

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the bolts and the brace.



3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Clamp nut
2	W500233-S426	Exhaust hanger bracket bolt
3		Exhaust hanger bracket Removal Note
4	5F262	Exhaust hanger insulator
5	5230	Muffler
6	14A464	Electrical connectors
7	N811485-S101	Converter-to-manifold nuts (4 req'd)
8	5F250	Converter assembly
9	9F472	Catalyst monitor sensor Removal Note
9	9F472	Catalyst monitor sensor Installation Note
10	9F472	Heated oxygen sensor Removal Note
10	9F472	Heated oxygen sensor Installation Note

4. To install, reverse the removal procedure.

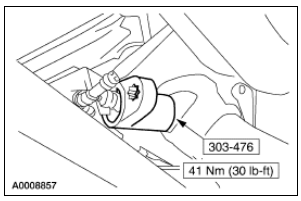
5. Check and, if necessary, align the exhaust system.

Item 3: Exhaust Hanger Bracket Removal Note

1. Remove the exhaust hanger bracket and the exhaust hanger insulator as an assembly.

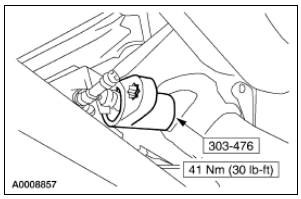
Item 9: Catalyst Monitor Sensor Removal Note

1. Using the special tool, remove the catalyst monitor sensors.



Item 10: Heated Oxygen Sensor Removal Note

1. Using the special tool, remove the heated oxygen sensors.



Item 10: Heated Oxygen Sensor Installation Note

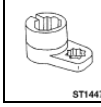
1. Apply anti-seize to the threads of the sensors before installation. Using the special tool, install the sensor.

Item 9: Catalyst Monitor Sensor Installation Note

1. Apply anti-seize lubricant to the threads of the sensors before installation. Using the special tool, install the sensor.

Exhaust System 3.9L Printable View (147 KB)

Special Tool(s)

 ST1447-A	Socket, Exhaust Gas Oxygen Sensor 303-476 (T94P-9472-A)

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Item	Specification
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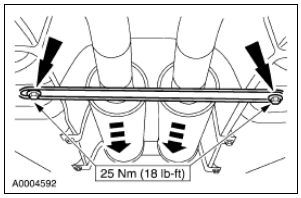
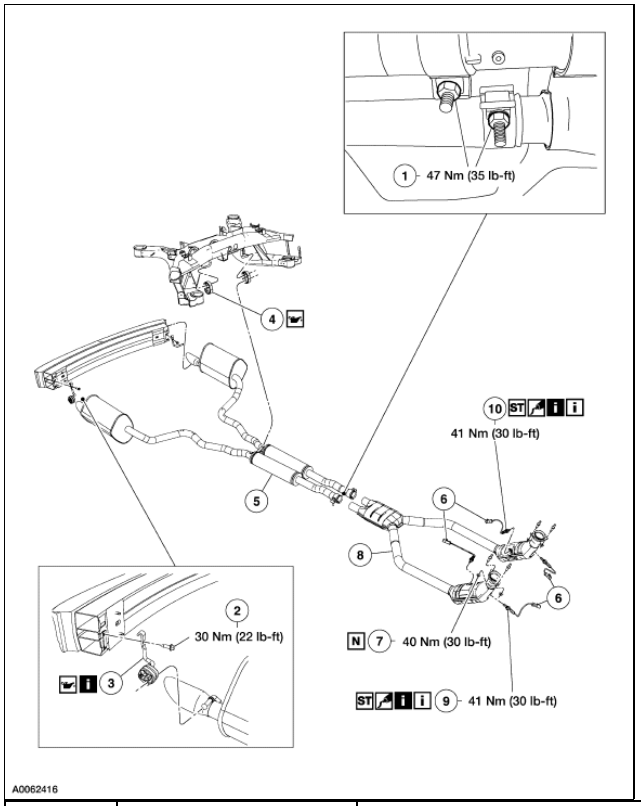
Penetrating and Lock Lubricant XL-1	N/A

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .

2. Remove the bolts and the brace.



3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Clamp nut
2	W500233-S426	Exhaust hanger bracket bolt
3		Exhaust hanger bracket Removal Note
4	5F262	Exhaust hanger insulator
5	5230	Muffler
6	14A464	Electrical connectors
7	N811485-S101	Converter-to-manifold nuts (4 req'd)
8	5F250	Converter assembly
9	9F472	Catalyst monitor sensor Removal Note
9	9F472	Catalyst monitor sensor Installation Note
10	9F472	Heated oxygen sensor Removal Note
10	9F472	Heated oxygen sensor Installation Note

4. To install, reverse the removal procedure.

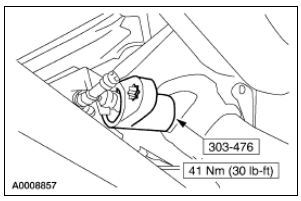
5. Check and, if necessary, align the exhaust system.

Item 3: Exhaust Hanger Bracket Removal Note

1. Remove the exhaust hanger bracket and the exhaust hanger insulator as an assembly.

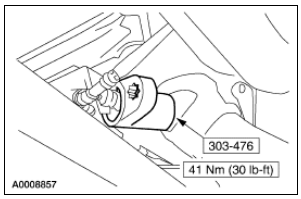
Item 9: Catalyst Monitor Sensor Removal Note

1. Using the special tool, remove the catalyst monitor sensors.



Item 10: Heated Oxygen Sensor Removal Note

1. Using the special tool, remove the heated oxygen sensors.



Item 10: Heated Oxygen Sensor Installation Note

1. Apply anti-seize to the threads of the sensors before installation. Using the special tool, install the sensor.

Item 9: Catalyst Monitor Sensor Installation Note

1. Apply anti-seize lubricant to the threads of the sensors before installation. Using the special tool, install the sensor.

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Accelerator Pedal and Shaft

Accelerometer

Accessory Drive Belt, Tensioner and Pulley

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IN-VEH REP: Engine 3.9L

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COMPONENT LOC: Engine 3.9L

Accessory Drive

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DESC & OPER: Engine 3.9L

DIAG & TEST: Engine 3.0L (4V)

DIAG & TEST: Engine 3.9L

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Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS)

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DIAG & TEST: Supplemental Restraint System

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Air Bag Disposal Side, Undeployed, Scrapped Vehicle

Air Bag Disposal - Undeployed Inoperative

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REM & INST: Intake Air, Fuel Charging and Engine Electronics - 3.9L

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Azimuth System Check

Fuel System Component Location Index

Printable View (182 KB)

Fuel Tank and Lines

Acceleration Controls

Evaporative Emissions Component Location Index

Printable View (105 KB)

Printable View (11 KB)

General Specifications

Item	Specification
Fuel Tank Capacity	
Capacity	68 liters (18 gal.)
Fuel Pressure	
Key on, engine off	207-380 kPa (30-55 psi)
Engine running	207-380 kPa (30-55 psi)
Lubricants	
SAE 5W-20 Premium Synthetic Blend Motor Oil XO-5W20-QSP	WSS-M2C153-H

Torque Specifications

Description	Nm	lb-ft	lb-in
Accelerator pedal mounting nuts	9		80
Engine appearance cover fasteners	6		53
Evaporative emissions canister and bracket mounting bolts	10		89
Evaporative emissions canister purge valve mounting nuts	27	20	
Fuel tank support strap bolts	35	26	
Exhaust heat shield bolts	10		89
Exhaust heat shield nuts	10		89
Fuel transfer pump lock ring	80	59	
Fuel delivery module lock ring	80	59	
Fuel filler pipe bracket bolts	9		80
Fuel line bracket-to-frame bolts	7		62
Fuel line bracket-to-transmission bolt (front of transmission)	61	45	
Fuel filter mounting bracket	7		62
Fuel tube shield bolts	5		44

Fuel System Printable View (8 KB)

The vehicle:

Fuel Tank and Lines

The vehicle:

- is equipped with a multiport fuel injection (MFI) system.
- uses separately controlled fuel injectors mounted to the intake manifold for each cylinder.
- fuel injectors are supplied with pressurized fuel from the fuel delivery module through the jet pump transfer module, through the fuel injection supply manifold.
- fuel injection supply manifold is controlled by the electronic fuel delivery module which is enabled by the powertrain control module (PCM).
- uses an electronic returnless fuel system.
- has a dual-container (saddle type) fuel tank, each half equipped with a fuel level sensor.
- has a jet pump transfer module in the left fuel tank half to supply fuel to the right, which contains the fuel delivery module that supplies fuel under pressure to the fuel injection supply manifold.
- has an inertia fuel shutoff (IFS) switch, located behind the driver side left foot kick panel, which shuts off the fuel in the event of collision.
- has a fuel system filter, located behind the left front wheel well splash shield.

Acceleration Controls

The engine management system electronically operates the throttle of the engine in response to throttle pedal movements initiated by the driver. In the event of a system failure, the engine management system provides a "limp home" mode which allows the car to be driven with limited performance.

Evaporative Emissions

Printable View (13 KB)

The evaporative emission (EVAP) system:

- is equipped with an on-board refueling vapor recovery (ORVR) system.
- prevents hydrocarbon emissions from reaching the atmosphere.
- stores fuel vapors in the EVAP canister that are generated during vehicle refueling, vehicle operation or hot soak until they can be consumed by the engine.
- routes the stored fuel vapors to the engine during engine operation.
- is controlled by the powertrain control module (PCM) which uses various sensor inputs to calculate the desired amount of purge flow. The PCM regulates the purge flow, induced by the application of intake manifold vacuum, by varying the duty cycle applied to the EVAP canister purge valve.
- has an EVAP test port for test purposes.

The fuel vapors are routed:

- from the fuel tank through the fuel vapor control valve and fuel vapor vent valve.
- to the EVAP canister through a vapor line.
- to the engine when the EVAP canister purge valve is opened by the PCM.

The fuel tank pressure (FTP) sensor:

- monitors the pressure levels in the fuel tank.
- communicates the pressure reading to the PCM during the OBD II leak test.
- is permanently attached to the fuel vapor control valve tube assembly.

The evaporative emission canister assembly:

- is located above the rear subframe.
- contains activated carbon.
- stores fuel vapors.

The fuel tank filler cap:

- relieves system pressure above 17 kPa (68.24 inches H_2O).
- relieves system vacuum below 5.65 kPa (22.68 inches H_2O).

The canister vent solenoid:

- is normally open.
- seals the EVAP system for the inspection and maintenance (I/M 240) test and OBDII leak and pressure tests.
- is mounted on the EVAP canister bracket assembly.
- is repaired as a separate item.

The evaporative emission (EVAP) canister purge valve:

- is normally closed.
- regulates purging of the EVAP canister.
- is controlled by the PCM.
- is located in the engine compartment on the LH strut tower.

The fuel vapor vent (FVV) valve:

- is permanently mounted to the fuel tank.
- prevents suspended liquid fuel from being drawn into the EVAP canister along with the fuel vapors.

The fuel vapor control valve:

- is permanently mounted to the fuel tank.
- controls fuel tank refueling fill level.
- prevents suspended liquid fuel from being drawn into the EVAP canister along with the fuel vapors.
- relieves system pressure above 14 kPa (56.21 inches H_2O).

The underbody fuel supply and vapor tube assembly:

- is located under the LH rocker panel.
- includes both the fuel supply line and the EVAP canister purge outlet tube.
- supplies fuel from the fuel pump to the fuel filter.
- routes fuel vapors from the fuel vapor control valve tube assembly to the engine compartment fuel supply and vapor tube.
- is repaired as an assembly.

The engine compartment fuel supply and vapor tube assembly:

- is located on the LH side of the engine compartment.
- supplies fuel from the fuel filter to the fuel injection supply manifold.
- routes fuel vapors from the underbody fuel supply and vapor tube assembly to the EVAP canister purge valve.
- is repaired as an assembly.

The evaporative emission (EVAP) system monitor:

- is a self-test strategy within the PCM, which tests the integrity of the EVAP system.
- monitors the EVAP system for leaks.
- monitors electronic EVAP components for irrationally high or low voltages.
- monitors for correct EVAP system operation.
- uses negative leak test method to test and activate the EVAP system.

The evaporative emission (EVAP) test port:

- is used to connect the Evaporative Emission System Leak Tester to the EVAP system.
- is located on the EVAP canister purge valve.

The EVAP Running Loss System Leak Test:

- utilizes intake manifold vacuum to test the EVAP system and involves several stages.

Fuel System

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Acceleration Control

Printable View (7 KB)

Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

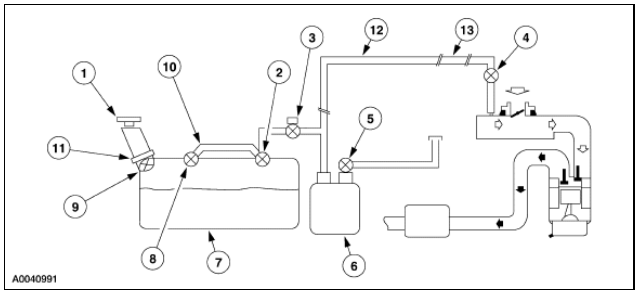
Evaporative Emissions

Printable View (304 KB)

Special Tool(s)

ST2116-A	Evaporative Emission System Leak Tester 310-F007 (134-00056) or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool

Evaporative Emission System



Item	Part Number	Description
1	9030	Fuel filler cap
2	9B190	Fuel vapor control valve
3	9C052	Fuel tank pressure sensor
4	9G683	Evaporative emission canister purge valve
5	9F945	Canister vent solenoid
6	9E857	Evaporative emission canister assembly
7	9002	Fuel tank
8	9B593	Fuel vapor vent valve
9	9039	Fuel filler pipe check valve
10	9E325	Fuel vapor jumper hose
11	9047	Fuel filler hose
12	9S284	Fuel/vapor line
13	9J280	Fuel/vapor line

Principles of Operation

Fuel Filler Cap

The fuel filler cap is used to prevent fuel spill and to close the EVAP system to the atmosphere.

Fuel Vapor Control Valve

The fuel vapor control valve is normally between the EVAP canister and the fuel vapor vent valve. Its function is to prevent the flow of liquid fuel into the EVAP canister or up to the canister purge valve during refueling, and to prevent the collection of liquid fuel in the fuel vapor hoses by overfilling the fuel tank. The fuel vapor control valve has a pressure relief feature which will vent excessive tank pressure to the atmosphere. The valve cannot be serviced separately; a new fuel tank must be installed.

Fuel Tank Pressure (FTP) Sensor

The fuel tank pressure sensor is used to measure the fuel tank pressure during the EVAP Running Loss System Leak Test. It is also used to control excessive fuel tank pressures by forcing the EVAP system to purge. The fuel tank pressure sensor is permanently mounted in the fuel vapor control valve tube assembly as it crosses over the fuel tank.

Evaporative Emission (EVAP) Canister Purge Valve

The EVAP canister purge valve is controlled by the powertrain control module (PCM). The EVAP canister purge valve controls the flow of fuel vapors from the EVAP canister to the engine intake manifold during various engine operating modes. The EVAP canister purge valve is normally closed.

Canister Vent Solenoid

During the Evaporative Emission Running Loss System Test Monitor, Evaporative Emissions Repair Verification Drive Cycle, and the Evaporative Emission System Leak Test, the canister vent solenoid is closed to allow either a vacuum to be drawn on the fuel tank or to hold a specified pressure in the system. The canister vent solenoid is normally open.

Evaporative Emission (EVAP) Canister

Fuel vapors from the fuel tank are stored in the EVAP canister assembly. When the engine is running, the vapors are purged from the EVAP canister for combustion.

Fuel Vapor Vent Valve (FVV) Assembly

The fuel vapor vent (FVV) valve assembly is mounted on the top of the fuel tank. It is used to control the flow of fuel vapors entering the EVAP system. The assembly also has a spring float, which prevents liquid fuel from entering the vapor delivery system under severe handling or vehicle rollover conditions. In the upright position, the open bottom of the float will lift and shut off the orifice. Under severe handling conditions, the spring will push the float closed when angles allow liquid fuel to reach the orifice. In a rollover condition, the weight of the open bottom float and spring pressure will close the orifice. The valve cannot be serviced separately; a new fuel tank must be installed.

Fuel Filler Pipe Check Valve

The fuel filler pipe check valve is an integral part of the fuel tank. It is intended to prevent liquid fuel from re-entering the fuel filler pipe from the fuel tank on refueling or rollover conditions.

Evaporative Emission System Monitor

When a fault occurs, the EVAP system monitor is reset to NO and a diagnostic trouble code (DTC) is set in the PCM memory. After the DTC is repaired, the vehicle drive cycle must be completed to reset the monitor in preparation for inspection and maintenance testing.

EVAP Running Loss System Leak Test

To start the testing, conditions of stable purging and vehicle speed must be satisfied. During the first stage, the canister vent solenoid is closed, while the EVAP canister purge valve remains open, applying and building vacuum in the system as indicated by the FTP sensor. This phase checks for major leaks in the EVAP system.

In the second stage, the EVAP canister purge valve closes and the system looks for minimal decay rate in the EVAP vacuum, indicating the absence of any small EVAP system leaks.

The last stage is entered only if stage two of the leak test has failed and checks whether the failed test was due to excess vapor generation. It monitors fuel vapor generation rate. Initially, the canister vent solenoid is opened to equalize EVAP system pressure to atmosphere. Then the canister vent solenoid is closed, allowing pressure to build if vapor generation is present in sufficient quantity. If the rate of generation is found to be too high, the EVAP running loss system leak test is aborted. If not, then a small leak is diagnosed.

On-Board Refueling Vapor Recovery (ORVR) Evaporative Emission (EVAP) System

The basic elements forming the ORVR system are as follows:

- The fuel filler pipe forms a seal to prevent vapors from escaping the fuel tank while liquid is entering the fuel tank. Liquid in the one inch diameter tube blocks vapors from rushing back up the fuel filler pipe.
- A fuel vapor control valve controls the flow of vapors out of the fuel tank. The valve closes when the liquid level reaches a height associated with fuel tank usable capacity. The valve accomplishes the following:
    - ♦ Limits the total amount of fuel that can be dispensed into the fuel tank.
    - ♦ Prevents liquid gasoline from exiting the fuel tank when submerged or when tipped well beyond a horizontal plane as part of the vehicle rollover protection in road accidents.
    - ♦ Minimizes vapor flow resistance during anticipated refueling conditions.
- Fuel vapor tubing connects the fuel vapor control valve to the EVAP canister. This routes the fuel tank vapors, displaced by the incoming liquid, to the EVAP canister.
- A check valve in the fuel filling system prevents liquid from rushing back up the fuel filler pipe during the liquid flow variations associated with the filler nozzle shut-off.

Between refueling events, the EVAP canister is purged with fresh air so that it may be used again to store vapors accumulated during engine soaks or subsequent refueling events. The vapors drawn off of the carbon in the EVAP canister are consumed by the engine.

Inspection and Verification

1. Verify the customer concern is with the evaporative emission (EVAP) system.

2. Visually inspect the following for obvious signs of mechanical damage.

Visual Inspection Chart

Mechanical
• Fuel filler cap • EVAP test port • EVAP canister assembly or canister vent solenoid

- EVAP lines or hoses
- Vacuum lines or hoses

3. If the concern remains after the inspection, connect the scan tool to the data link connector (DLC) located beneath the instrument panel and select the vehicle to be tested from the scan tool menu. If the scan tool does not communicate with the vehicle:

- check that the program card is correctly installed.
- check the connections to the vehicle.
- check the ignition switch position.

4. If the scan tool still does not communicate with the vehicle, refer to the scan tool manual.

5. Carry out the DATA LINK DIAGNOSTICS test. If the scan tool responds with:

- CKT914, CKT915 or CKT70 = ALL ECUS NO RESP/NOT EQUIP, refer to Section 418-00 .
- NO RESP/NOT EQUIP for PCM, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
- SYSTEM PASSED, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the PCM KOEO self-test.

6. If the DTCs retrieved are related to the concern, go to the PCM Diagnostic Trouble Code (DTC) Index to continue diagnostics.

7. If the concern remains after the inspection, determine the symptom. GO to Symptom Chart .

PCM Diagnostics Trouble Code (DTC) Index

DTC	Description	Source	Action
P0442	Small leak detected in EVAP system (As small as 1.02 mm [0.040 inch])	PCM	Go To Pinpoint Test A .
P0455	Major leak or no flow detected	PCM	Go To Pinpoint Test B .
P0456	Very small leak detected in EVAP system (as small as 0.051 mm [0.020 in])	PCM	Go To Pinpoint Test A .
P0457	Check for missing or leaking fuel filler cap	PCM	Go To Pinpoint Test A .
P1443	Very small or no purge flow detected	PCM	Go To Pinpoint Test B .
P1450	Excessive vacuum detected in the fuel tank	PCM	Go To Pinpoint Test C .
	Any other PCM DTC	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Symptom Chart

Symptom Chart

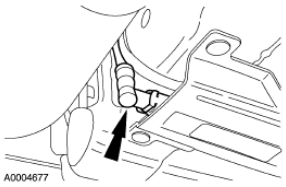
Pinpoint Tests

NOTE: Reinstall or install new evaporative emission hose clamps removed or damaged during testing procedures.

PINPOINT TEST A: DTC P0442 SMALL LEAK IN EVAP SYSTEM, DTC P0456 VERY SMALL LEAK IN EVAP SYSTEM, DTC P0457 MISSING OR LEAKING FUEL FILLER CAP

Test Step	Result / Action to Take
A1 VISUALLY INSPECT THE COMPONENTS FOR SMALL LEAKS	
• Check for the presence of a fuel filler cap. Do not tighten or check for correct installation at this time. • Verify the canister vent solenoid hose is correctly seated on the canister vent solenoid. • Check for cut or loose connections to fuel vapor hoses, tubes and connections in the following locations: ♦ EVAP canister to EVAP canister purge valve ♦ EVAP canister to fuel vapor vent valve assembly ♦ fuel vapor control valve tube assembly to fuel tank ♦ fuel vapor control valve • Check the fuel filler pipe for damage. • **Is a concern with a hose, tube, connection or valve visually evident?**	**Yes** REPAIR or INSTALL new components as necessary. GO to A2 . **No** GO to A2 .
A2 CHECK AT THE EVAP TEST PORT FOR SMALL SYSTEM LEAKS	
• Disconnect and plug the evaporative emission return tube at the intake manifold. • Complete the evaporative emission system leak test. Refer to Evaporative Emission System Leak Test in this section. • **Does the system pass the leak test?**	**Yes** GO to A3 . **No** GO to A4 .
A3 VISUALLY INSPECT THE FUEL FILLER CAP	
• Visually inspect the fuel filler cap for damage. • **Is the fuel filler cap damaged?**	**Yes** INSTALL a new fuel filler cap. GO to A4 . **No** GO to A4 .
A4 CHECK FOR SMALL LEAKS AT THE FUEL FILLER CAP AND EVAP TEST PORT	
• Connect the Evaporative Emission System Leak Tester to the fuel filler pipe. • Key in ON position.	**Yes** REPAIR or INSTALL new components as necessary. GO to A5 . **No**

• Close the canister vent solenoid. Refer to Canister Vent Solenoid Closing Procedure in this section. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • Using the ultrasonic leak detector, check the fuel filler cap and EVAP test port for leaks. • **Is a leak detected?**	INSTALL the fuel filler cap. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emissions repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.
A5 CHECK FOR CONCERN OTHER THAN THE FUEL FILLER CAP	
• Refer to previous test results. • **Did the system pass the evaporative emission system leak test carried out in pinpoint test Step A2?**	**Yes** CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** INSTALL the fuel filler cap. GO to A6 .
A6 CHECK FOR SMALL LEAK WITH TESTER SET AT FILL POSITION	
• Connect the Evaporative Emission System Leak Tester to the EVAP test port. • Key in ON position. • Close the canister vent solenoid. Refer to Canister Vent Solenoid Closing Procedure in this section. • Turn the selector on the Evaporative Emission System Leak Tester to the FILL position. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure on the EVAP system hold between 3.43 kPa and 3.53 kPa (13.80 inches and 14.20 inches H_2O)?**	**Yes** GO to A7 . **No** DISCONTINUE pressurizing the system. GO to A8 .
A7 CHECK FOR LEAKS IN THE COMPLETE EVAP SYSTEM	
• Connect the Evaporative Emission System Leak Tester to the EVAP test port. • Key in ON position. • Close the canister vent solenoid. Refer to Canister Vent Solenoid Closing Procedure in this section. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • Using the ultrasonic leak detector, check the following EVAP system locations:	**Yes** REPAIR or INSTALL new components as necessary. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emissions repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** DISCONTINUE pressurizing the system. GO to A8 .

♦ EVAP return tube to EVAP canister purge valve ♦ EVAP canister purge valve to EVAP canister canister vent solenoid assembly ♦ EVAP canister canister vent solenoid assembly to fuel tank ♦ fuel filler cap and fuel filler tube • **Is a leak detected at EVAP return tube, EVAP canister purge outlet tube or EVAP canister tube or associated hose?**	
A8 CHECK FOR SMALL LEAK FROM THE EVAP RETURN TUBE TO THE FUEL VAPOR CONTROL VALVE TUBE	
• Disconnect the fuel vapor control valve tube assembly from the under vehicle fuel supply and vapor tube assembly. Plug the open end of the under vehicle fuel supply and vapor tube assembly.  A0004677 • Connect the Evaporative Emission System Leak Tester to the EVAP test port. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • Using the ultrasonic leak detector, check the EVAP system from the intake manifold to the plugged end of the under vehicle fuel supply and vapor tube assembly. • **Is a leak detected?**	**Yes** REPAIR or INSTALL new components as necessary. REPEAT Step A6 to verify the repair. GO to A9 . **No** GO to A9 .
A9 CHECK FOR SMALL LEAK BETWEEN EVAP CANISTER AND FUEL TANK FILLER PIPE	
• Connect the Evaporative Emission System Leak Tester to the fuel filler pipe. • Transfer the plug from the under-vehicle fuel supply and vapor tube assembly to the fuel vapor control valve tube. • Turn the Evaporative Emission System Leak Tester selector to the FILL position. • Key in ON position. • Close the canister vent solenoid. Refer to Canister Vent Solenoid Closing Procedure in this section.	**Yes** REPAIR or INSTALL new components as necessary. GO to A10 . **No** GO to A10 .

• Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • Using the ultrasonic leak detector, check the fuel vapor control valve tube to the fuel tank for leaks. Check the fuel tank pressure sensor, fuel vapor control valve tube and the fuel filler pipe. Check tubes from the fuel tank to the EVAP canister and the canister vent solenoid. • **Is a leak detected?**	
A10 CHECK EVAP SYSTEM AT FUEL FILLER PIPE	
• Reconnect the fuel vapor control valve tube assembly to the under-vehicle fuel supply and vapor tube assembly. • Complete the evaporative emission system leak test. Refer to Evaporative Emission System Leak Test in this section. • **Does the EVAP system pass the leak test?**	**Yes** RESTORE the system to normal operation. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emissions repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to A6 .

PINPOINT TEST B: DTC P0455 MAJOR LEAK OR NO FLOW DETECTED OR DTC P1443 VERY SMALL OR NO PURGE FLOW DETECTED IN SYSTEM

Test Step	Result / Action to Take
NOTE: Condition DTC P0455 set: -1.74 kPa (-7.0 inches H_2O) over 30 seconds.	
NOTE: Condition DTC P1443 set: -1.74 kPa (-7.0 inches H_2O) over 30 seconds with more than 0.02 lb/min vapor flow.	
B1 CHECK FOR DIAGNOSTIC TROUBLE CODE P0455 OR P1443	
• Use the recorded results from the PCM DTCs. • **Is DTC P0455 or P1443 present?**	**Yes** GO to B2 . **No** GO to B3 .
B2 VISUALLY CHECK FOR GROSS EVAP SYSTEM LEAKS	
• Check for the presence of a fuel filler cap. Do not tighten or check for correct installation at this time. • Check the input port vacuum and EVAP return	**Yes** REPAIR or INSTALL new EVAP components as necessary. GO to B3 . **No** GO to B3 .

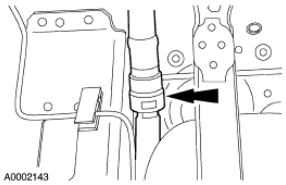
tube are connected to the EVAP canister purge valve. • Check that the canister vent solenoid hose is correctly attached to the canister vent solenoid. • Check for disconnected or cracked fuel vapor hoses or tubes between the intake manifold and following components: ♦ EVAP canister purge valve ♦ EVAP canister ♦ fuel vapor vent valve assembly ♦ fuel vapor control valve tube assembly • Check for damaged fuel tank or fuel filler pipe. • **Is a concern with a hose, tube, connection or valve visually evident?**	
B3 CHECK FOR EVAP SYSTEM LEAKS	
• Disconnect the EVAP return tube from the intake manifold and plug the EVAP return tube. • Connect the Evaporative Emissions System Leak Tester to the EVAP test port. • Carry out the evaporative emissions system leak test. Refer to Evaporative Emission System Leak Test in this section. • **Does the system pressure stay above 1.99 kPa (8 inches H_2O)?**	**Yes** GO to B4 . **No** VERIFY that the fuel filler cap is installed correctly. REPAIR or INSTALL new components as necessary. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.
B4 CHECK FOR BLOCKAGE BETWEEN THE EVAP CANISTER PURGE VALVE AND CANISTER VENT SOLENOID	
• Key in ON position. • Close the canister vent solenoid. Refer to	**Yes** GO to B5 . **No**

Canister Vent Solenoid Closing Procedure in this section. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • Open the canister vent solenoid. • **Does the pressure drop immediately?**	Go To Pinpoint Test D .
B5 CHECK FOR BLOCKAGE BETWEEN FUEL FILLER PIPE AND THE FUEL VAPOR CONTROL VALVE TUBE ASSEMBLY	
• Connect the Evaporative Emissions System Leak Tester to the fuel filler pipe. • Pressurize the EVAP system to 3.48kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** GO to B6 . **No** Go To Pinpoint Test D .
B6 CHECK FOR FAILED EVAP CANISTER PURGE VALVE OR FUEL TANK PRESSURE SENSOR	
• Use the recorded results from the PCM DTCs. • **Are DTC codes P0455 and P1443 present?**	**Yes** INSTALL a new EVAP canister purge valve. REFER to Evaporative Emission Canister and Purge Valve in this section. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If no leak is detected, CARRY OUT the evaporative emissions repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** INSTALL a new fuel tank. REFER to Fuel Tank and Filler Pipe in this section. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.

PINPOINT TEST C: DTC P1450 EXCESSIVE VACUUM DETECTED IN THE FUEL TANK

Test Step	Result / Action to Take
NOTE: Condition P1450 DTC set: more than -1.79 kPa (-7.2 inches H_2O) over 30 seconds.	

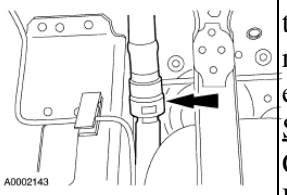
C1 CHECK FOR VISUAL CAUSES OF EXCESSIVE FUEL TANK VACUUM	
• Check for kinks or bends in the fuel vapor hoses and tubes. • Visually check the canister vent solenoid inlet port for contamination or foreign material. • Check the canister vent solenoid for blockage or contamination. • **Is a concern with a hose, tube, connection or component visually evident?**	**Yes** REMOVE any contamination or foreign material around fuel vapor hoses and tubes. REPAIR the hoses, tubes or components as necessary. After all visual concerns are repaired, GO to C2 . **No** GO to C2 .
C2 CHECK FOR BLOCKAGE BETWEEN EVAP TEST PORT AND CANISTER VENT SOLENOID	
• Disconnect and plug the EVAP return tube at the intake manifold. • Connect the Evaporative Emissions System Leak Tester to the EVAP test port. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** GO to C3 . **No** Go To Pinpoint Test D .
C3 CHECK FOR BLOCKAGE BETWEEN THE FUEL FILLER PIPE AND THE FUEL VAPOR CONTROL VALVE TUBE ASSEMBLY	
• Connect the Evaporative Emission System Leak Tester to the fuel filler pipe. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** GO to C4 . **No** Go To Pinpoint Test D .
C4 CHECK FOR FUEL TANK PRESSURE SENSOR PID WITHOUT PRESSURE APPLIED	
• Disconnect the EVAP canister outlet tube from the fuel vapor control valve tube assembly.	**Yes** GO to C5 . **No** REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue diagnosis.

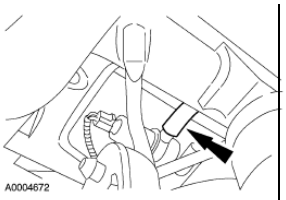
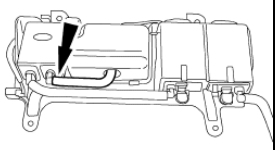
 A0002143 • Key in ON position. • Access PCM PID FTP V. • Record the reading. • **Is PID FTP V reading between 2.40 and 2.80 volts?**	
C5 CHECK FOR STUCK OPEN EVAP CANISTER PURGE VALVE CONDITION AT IDLE	
• Reconnect the EVAP canister outlet tube. • Remove the plug from the EVAP return tube and reconnect the tube to the intake manifold. • Verify that the fuel filler cap is correctly installed. • Key in ON position. • Access PCM PIDs FTP V and EVAPPDC. • Start the engine and allow to idle. • Monitor the FTP V and EVAPPDC PIDs. • **When PID EVAPPDC is zero, is PID FTP V reading below 2.40 volts?**	**Yes** INSTALL a new EVAP canister purge valve. REFER to Evaporative Emission Canister and Purge Valve in this section. CARRY OUT an EVAP system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT an evaporative emissions repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** CARRY OUT the EVAP system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emissions repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.

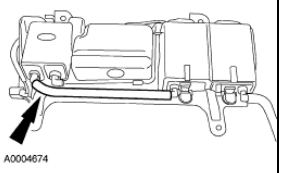
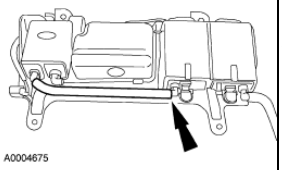
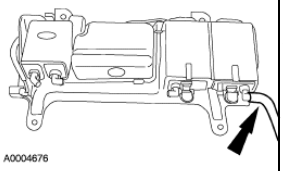
PINPOINT TEST D: HISS WHEN OPENING FUEL CAP OR UNABLE TO REFUEL VEHICLE

Test Step	Result / Action to Take
D1 TEST FOR FUEL TANK PRESSURE SENSOR OPERATION	
• Connect the Evaporative Emission System Leak Tester to the fuel filler pipe. • Key in ON position. • Close the canister vent solenoid. Refer to Canister Vent Solenoid Closing Procedure in this section.	**Yes** GO to D2 . **No** GO to D3 .

• Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Is the FTP (FTP V) PID reading 3.11 kPa to 3.86 kPa (12.5 to 15.5 inches H_2O) (4.22 to 4.90 volts)?**	
D2 TEST FOR BLOCKAGE IN VENTING PORTION OF EVAP SYSTEM	
• Open the canister vent solenoid. • **Does the pressure drop immediately?**	**Yes** CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to D5 .
D3 TEST FOR BLOCKAGE IN FUEL FILLER PIPE	
• Connect the Evaporative Emission System Leak Tester to the fuel filler pipe. • Disconnect the fuel filler pipe hose from the fuel tank. • Pressurize the EVAP system to (3.48 kPa) (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** GO to D4 . **No** INSTALL a new fuel filler pipe assembly. REFER to Fuel Tank and Filler Pipe in this section. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.
D4 TEST FOR PINCHED FUEL VAPOR CONTROL VALVE TUBE	
• Reconnect the fuel filler pipe hose to the fuel tank. • Lower the fuel tank about 19 mm (0.76 in). • Connect the Evaporative Emission System Leak Tester to the fuel filler pipe. • Close the canister vent solenoid. Refer to Canister Vent Solenoid	**Yes** GO to D2 . **No** Fuel vapor control valve tube or fuel tank vapor control valve is blocked. REMOVE the fuel tank assembly. REFER to Fuel Tank and Filler Pipe in this section. REMOVE the fuel vapor control tube from the tank and INSPECT it for any blockages or kinks. If the fuel vapor control tube is faulty, INSTALL a new one. If the vapor control tube is not restricted, INSTALL a new fuel tank assembly. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle.

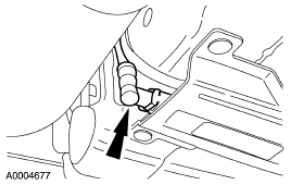
Closing Procedure in this section. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Is the FTP (FTP V) PID reading 3.11 kPa to 3.86 kPa (12.5 to 15.5 inches H_2O) (4.22 to 4.90 volts)?**	REFER to Evaporative Emission Repair Verification Drive Cycle in this section.
D5 ISOLATE LOCATION OF BLOCKAGE	
• Disconnect the fuel vapor control valve tube assembly from the EVAP canister purge outlet tube.  • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** GO to D6 . **No** Fuel vapor control valve tube or fuel tank vapor control valve is blocked. REMOVE the fuel tank assembly. REFER to Fuel Tank and Filler Pipe in this section. REMOVE the vapor control tube from the tank and INSPECT it for any blockage or kinks. If the fuel vapor control tube is faulty, INSTALL a new one. If the fuel vapor control tube is not restricted, INSTALL a new fuel tank assembly. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.
D6 TEST FOR BLOCKAGE IN CANISTER VENT SOLENOID	
• Reconnect the fuel vapor control valve tube assembly to the EVAP canister purge outlet tube. • Lower the differential to access the canister vent solenoid as necessary. Refer to Section 205-00 . • Disconnect the canister vent solenoid from the canister vent solenoid hose.	**Yes** INSTALL a new canister vent solenoid. REFER to Evaporative Emission Canister Vent Solenoid in this section. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to D7 .

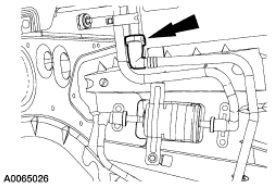
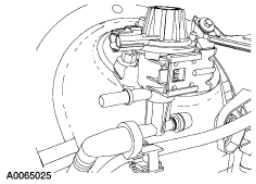
 A0004672 • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	
D7 TEST FOR BLOCKAGE IN THE CANISTER VENT SOLENOID HOSE	
• Reinstall the differential. Refer to Section 205-00 . • Remove the rear subframe to access the EVAP canister with bracket assembly. Refer to Section 502-00 . • Lower the EVAP canister with bracket assembly. • Disconnect the canister vent solenoid hose from the 1.0L EVAP canister.  A0004673 • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** INSTALL a new canister vent solenoid hose. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to D8 .
D8 TEST FOR BLOCKAGE IN 1.0L EVAP CANISTER	
• Disconnect the fuel vapor storage canister inlet tube from the 1.0L EVAP canister.	**Yes** INSTALL a new 1.0L EVAP canister. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.

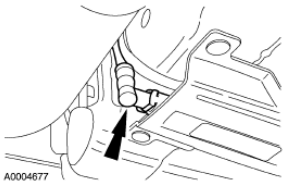
 A0004674 • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**No** GO to D9 .
D9 TEST FOR BLOCKAGE IN FUEL VAPOR STORAGE CANISTER INLET TUBE	
• Disconnect the fuel vapor storage canister inlet tube from the 2.0L EVAP canister.  A0004675 • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** INSTALL a new fuel vapor storage canister inlet tube. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to D10 .
D10 TEST FOR BLOCKAGE IN 2.0L EVAP CANISTER	
• Disconnect the EVAP canister purge outlet tube from the 2.0L EVAP canister.  A0004676 • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** INSTALL a new 2.0L EVAP canister. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** INSTALL a new EVAP canister purge outlet tube. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.

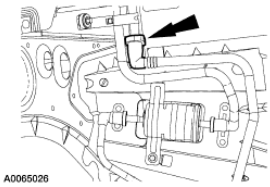
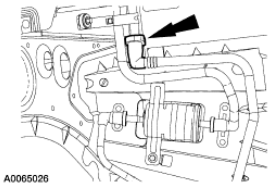
PINPOINT TEST E: EXCESSIVE FUEL ODOR

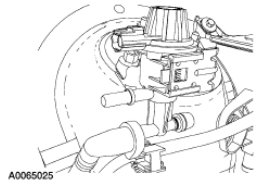
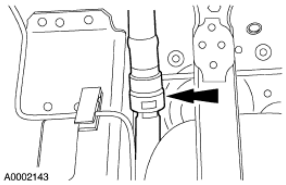
Test Step	Result / Action to Take
E1 TEST THE EVAPORATIVE EMISSION (EVAP) RUNNING LOSS SYSTEM MONITOR	
• Carry out the evaporative emission repair verification drive cycle. Refer to Evaporative Emission Repair Verification Drive Cycle in this section. • **Are PCM DTCs retrieved?**	**Yes** For DTCs P0442, P0455, P1443 and P1450, REFER to the Diagnostic Trouble Code (DTC) Index in this section. For all other DTCs, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to E2 .
E2 EVAPORATIVE EMISSION SYSTEM LEAK TEST	
• Carry out the evaporative emission system leak test. Refer to Evaporative Emission System Leak Test in this section. • **Does the EVAP system pass the leak test?**	**Yes** GO to E3 . **No** GO to E9 .
E3 TEST FOR FUEL TANK PRESSURE SENSOR OPERATION	
• Connect the Evaporative Emission System Leak Tester to the fuel filler pipe. • Close the canister vent solenoid. Refer to Canister Vent Solenoid Closing Procedure in this section. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Is the FTP (FTP V) PID reading 3.11 kPa to 3.86 kPa (12.5 to 15.5 inches H_2O) (4.22 to 4.90 volts)?**	**Yes** GO to E4 . **No** Go To Pinpoint Test D .
E4 TEST FOR BLOCKAGE IN VENTING PORTION OF	

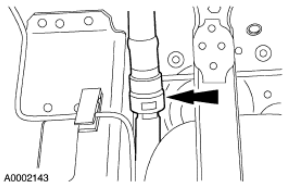
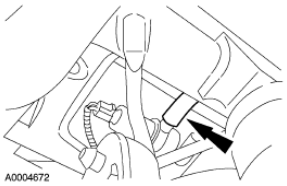
THE EVAP SYSTEM	
• Open the canister vent solenoid. • **Does the pressure drop immediately?**	**Yes** GO to E5 . **No** Go To Pinpoint Test D .
E5 TEST FOR BLOCKAGE THROUGH EVAPORATIVE EMISSION TEST PORT	
• Connect the Evaporative Emission System Leak Tester to the evaporative emission test port. • Close the canister vent solenoid. Refer to Canister Vent Solenoid Closing Procedure in this section. • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Is the FTP (FTP V) PID reading 3.11 kPa to 3.86 kPa (12.5 to 15.5 inches H_2O) (4.22 to 4.90 volts)?**	**Yes** Evaporative emission system operating correctly. GO to Symptom Chart . **No** GO to E6 .
E6 TEST FOR BLOCKAGE IN FUEL VAPOR CONTROL VALVE TUBE ASSEMBLY	
• Disconnect the fuel vapor control valve tube assembly from the under vehicle fuel supply and vapor tube assembly.  • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** Fuel vapor control valve tube or fuel tank vapor control valve is blocked. REMOVE the fuel tank assembly. REFER to Fuel Tank and Filler Pipe in this section. REMOVE the vapor control tube from the tank and INSPECT it for any blockage or kinks. If the fuel vapor control tube is faulty, INSTALL a new one. If the fuel vapor control tube is not restricted, INSTALL a new fuel tank assembly. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to E7 .
E7 TEST FOR BLOCKAGE IN UNDER-VEHICLE FUEL SUPPLY AND VAPOR TUBE ASSEMBLY	

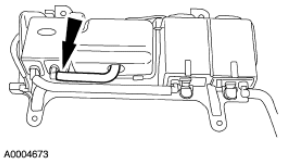
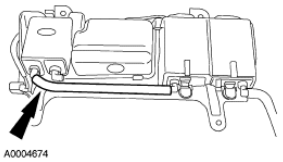
• Remove the front left wheel and wheel house liner. • Disconnect the under-vehicle fuel supply and vapor tube from the engine compartment fuel supply and vapor tube.  A0065026 • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** INSTALL a new under-vehicle fuel supply and vapor tube assembly. REFER to Fuel Lines and Fuel Filter in this section. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to E8 .
E8 TEST FOR BLOCKAGE IN THE ENGINE COMPARTMENT FUEL SUPPLY AND VAPOR TUBE ASSEMBLY	
• Disconnect the engine compartment fuel supply and vapor tube assembly from the evaporative emission canister purge valve.  A0065025 • Pressurize the EVAP system to 3.48 kPa (14 inches H_2O). • **Does the pressure drop immediately?**	**Yes** INSTALL a new engine compartment fuel supply and vapor tube assembly. RECONNECT all components. GO to E7 . CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** INSTALL a new evaporative emission canister purge valve. REFER to Evaporative Emission Canister and Purge Valve in this section. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.
E9 TEST TO DETERMINE GENERAL LOCATION OF LEAK	
• Connect the Evaporative Emission System Leak Tester to the fuel filler pipe.	**Yes** Leak is in the front portion of the EVAP system. GO to E10 . **No** Leak is in the rear portion of the EVAP system. GO to E14 .

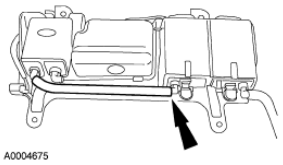
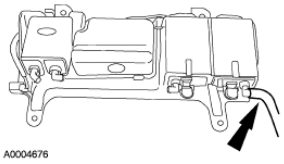
• Disconnect the fuel vapor control valve tube from the under-vehicle fuel supply and vapor tube assembly and plug both tubes.  • Carry out the Evaporative Emission System Leak Test procedure. Refer to Evaporative Emission System Leak Test in this section. • **Does the system pass the leak test?**	
E10 TEST TO CONFIRM LEAK IS IN THE FRONT PORTION OF THE EVAP SYSTEM	
• Connect the Evaporative Emission System Leak Tester to the EVAP system test port. • Plug the under-vehicle fuel supply and vapor tube assembly. • Carry out the Evaporative Emission System Leak Test. Refer to Evaporative Emission System Leak Test in this section. • **Does the EVAP system pass the leak test?**	**Yes** INSTALL new O-ring seals between the evaporative emission fuel vapor control valve tube assembly and the under-vehicle fuel supply and vapor tube assembly. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to E11 .
E11 TEST FOR LEAK IN UNDER-VEHICLE FUEL SUPPLY AND VAPOR TUBE ASSEMBLY	
• Remove the front left wheel and wheel house liner. • Disconnect the under-vehicle fuel supply and vapor tube assembly	**Yes** INSTALL a new under-vehicle fuel supply and vapor tube assembly. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this

from the engine compartment fuel supply and vapor tube assembly.  A0065026 • Plug the engine compartment fuel supply and vapor tube assembly. • Carry out the Evaporative Emission System Leak Test procedure. Refer to Evaporative Emission System Leak Test in this section. • **Does the system pass the leak test?**	section. **No** GO to E12 .
E12 TEST FOR LEAK IN THE ENGINE COMPARTMENT FUEL SUPPLY AND VAPOR TUBE ASSEMBLY	
• Disconnect the engine compartment fuel supply and vapor tube assembly from the evaporative emission canister purge valve.  A0065026 • Plug the evaporative emission canister purge valve. • Carry out the Evaporative Emission System Leak Test. Refer to Evaporative Emission System Leak Test in this section. • **Does the EVAP system pass the leak test?**	**Yes** INSTALL a new engine compartment fuel supply and vapor tube assembly. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to E13 .

E13 TEST FOR LEAK IN EVAP CANISTER PURGE VALVE	
• Disconnect the evaporative emission return tube from the EVAP canister purge valve.  A0065025 • Plug the EVAP canister purge valve. • Carry out the Evaporative Emission System Leak Test. Refer to Evaporative Emission System Leak Test in this section. • **Does the system pass the leak test?**	**Yes** INSTALL a new evaporative emission return tube. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** INSTALL a new EVAP canister purge valve assembly. REFER to Evaporative Emission Canister and Purge Valve in this section. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.
E14 TEST TO DETERMINE IF LEAK IS IN EVAP CANISTER OR FUEL TANK PORTION OF THE SYSTEM	
• Disconnect the fuel vapor control valve tube from EVAP canister purge outlet tube.  A0002143 • Connect the evaporative emission system leak tester to the fuel filler pipe. • Plug the open end of the fuel vapor control valve tube. • Carry out the Evaporative Emission System Leak Test. Refer to Evaporative Emission	**Yes** RECONNECT all components. GO to E15 . **No** GO to E20 .

System Leak Test in this section. • **Does the EVAP system pass the leak test?**	
E15 TEST FOR LEAK IN CANISTER VENT SOLENOID	
• Reconnect the fuel vapor control valve tube to the EVAP canister purge outlet tube.  • Lower the differential to access the canister vent solenoid. Refer to Section 205-00 . • Disconnect the canister vent solenoid from the canister vent solenoid hose and plug the hose.  • Carry out the Evaporative Emission System Leak Test. Refer to Evaporative Emission System Leak Test in this section. • **Does the EVAP system pass the leak test?**	**Yes** INSTALL a new canister vent solenoid. REFER to Evaporative Emission Canister Vent Solenoid in this section. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to E16 .
E16 TEST THE CANISTER VENT SOLENOID HOSE FOR LEAK	
• Reinstall the differential. Refer to Section 205-00 . • Lower the rear subframe out of the way. Refer to Section 502-00 . • Remove the EVAP canister and bracket	**Yes** INSTALL a new canister vent solenoid hose. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **Yes** GO to E17 .

assembly. • Connect the Evaporative Emission System Leak Tester to the EVAP canister purge outlet tube. • Disconnect the canister vent solenoid hose from the 1.0L EVAP canister and plug the EVAP canister.  A0004673 • Pressurize the system to 3.48 kPa (14 inches H_2O). • **Does the pressure hold?**	
E17 TEST FOR LEAK IN 1.0L EVAP CANISTER	
• Disconnect the fuel vapor storage canister inlet tube from the 1.0L EVAP canister and plug the inlet tube.  A0004674 • Pressurize the system to 3.48 kPa (14 inches H_2O). • **Does the pressure hold?**	**Yes** INSTALL a new 1.0L EVAP canister. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to E18 .
E18 TEST FOR LEAK IN FUEL VAPOR STORAGE CANISTER INLET TUBE	
• Disconnect the fuel vapor storage canister inlet tube from the 2.0L EVAP canister and plug the EVAP canister.	**Yes** INSTALL a new fuel vapor storage canister inlet tube. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No**

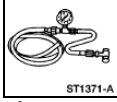
 A0004675 • Pressurize the system to 3.48 kPa (14 inches H_2O). • **Does the pressure hold?**	GO to E19 .
E19 TEST FOR LEAK IN 2.0L EVAP CANISTER	
• Disconnect the EVAP canister purge outlet tube from the 2.0L EVAP canister and plug the outlet tube.  A0004676 • Pressurize the system to 3.48 kPa (14 inches H_2O). • **Does the pressure hold?**	**Yes** INSTALL a new 2.0L EVAP canister. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** INSTALL a new EVAP canister purge outlet tube. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.
E20 TEST FOR LEAK IN FUEL VAPOR CONTROL VALVE TUBE AND FUEL TANK ASSEMBLY	
• Disconnect the fuel filler pipe hose at the fuel tank and plug the hose. • Carry out the Evaporative Emission System Leak Test. Refer to Evaporative Emission System Leak Test in this section. • **Does the EVAP system pass the leak test?**	**Yes** INSTALL a new fuel tank assembly. REFER to Fuel Tank and Filler Pipe in this section. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section. **No** GO to E21 .
E21 TEST FOR LEAK IN FUEL FILLER PIPE HOSE	
• Disconnect the fuel filler pipe hose from the fuel filler pipe and plug the fuel filler pipe.	**Yes** INSTALL a new fuel filler pipe hose. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair

• Carry out the Evaporative Emission System Leak Test. Refer to Evaporative Emission System Leak Test in this section. • **Does the EVAP system pass the leak test?**	Verification Drive Cycle in this section. **No** INSTALL a new fuel filler pipe assembly. REFER to Fuel Tank and Filler Pipe in this section. RECONNECT all components. CARRY OUT the evaporative emission system leak test. REFER to Evaporative Emission System Leak Test in this section. If the system passes the leak test, CARRY OUT the evaporative emission repair verification drive cycle. REFER to Evaporative Emission Repair Verification Drive Cycle in this section.

Fuel System Pressure Release

Printable View (86 KB)

Special Tool(s)

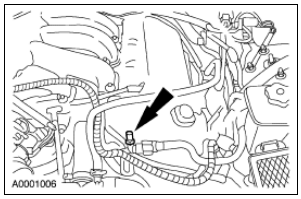
 ST1371-A	Fuel Pressure Gauge 310-012 (T80L-9974-B)

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited, resulting in possible personal injury.

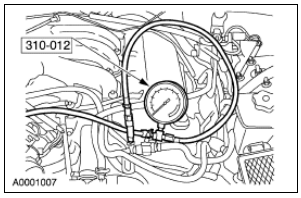
⚠ WARNING: Fuel in the fuel system remains under high pressure even when the engine is not running. Before repairing or disconnecting any of the fuel lines or fuel system components, the fuel system pressure must be relieved to prevent accidental spraying of fuel, causing personal injury or a fire hazard.

1. **NOTE:** 3.0L shown, 3.9L similar.

   Remove the Schrader valve cap and install the special tool.



2. Slowly open the manual valve on the special tool and relieve the fuel pressure.
   - This will drain some fuel out of the system.



Evaporative Emission System Leak Test

Printable View (20 KB)

Special Tool(s)

ST2116-A	Evaporative Emission System Leak Tester 310-F007 (134-00056) or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool

⚠ CAUTION: The evaporative emission system must not be pressurized to more than 3.48 kPa (14 inches H_2O) or damage to the evaporative emission system may occur.

1. Connect the Evaporative Emission System Leak Tester to the evaporative emission test port.
2. Close the canister vent solenoid. For additional information, refer to Canister Vent Solenoid Closing Procedure in this section.
3. Pressurize the evaporative emission system to 3.48 kPa (14 inches/H_2O).
4. Monitor the system for two minutes. The system fails the Leak Test if the pressure falls below 2.0 kPa (8 inches/H_2O).
5. Repair any leaks as required.
6. Repeat the Leak Test until the system remains above 2.0 kPa (8 inches/H_2O) after the two-minute test period.

Evaporative Emission Repair Verification Drive Cycle

Printable View (21 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool

Drive Cycle Recommendations

NOTE: The following procedure is designed to execute and complete the evaporative emission repair verification drive cycle and to clear the Ford P1000, inspection and maintenance (I/M) readiness code. When the ambient air temperature is below 4.4°C (40°F) or above 37.8°C (100°F), or the altitude is above 2,438 meters (8,000 feet), the EVAP monitor will not run. If the P1000 must be cleared in these conditions, the powertrain control module (PCM) must detect them once (twice on some applications) before the EVAP monitor can be bypassed and the P1000 cleared. The EVAP bypassing procedure is described in the following drive cycle.

1. Most OBD II monitors will complete more readily using a steady foot driving style during cruise or acceleration modes. Operating the throttle in a smooth fashion will minimize the time necessary for monitor completion.

2. Fuel tank level should be between one-half and three-quarters full with three-quarters full being the most desirable.

3. The evaporative monitor can only operate during the first 30 minutes of engine operation. When executing the procedure for this monitor, stay in part throttle mode and drive in a smooth fashion to minimize fuel slosh.

Drive Cycle Preparation

NOTE: For best results, follow each of the following steps as accurately as possible.

4. **NOTE:** This step bypasses the engine soak timer and resets OBD II monitor status.

   Install the scan tool. Turn the key ON with the engine OFF. Cycle the key off, then on. Select the appropriate vehicle and engine qualifier. Clear all diagnostic trouble codes (DTCs) and carry out a PCM reset.

5. Begin to monitor the following PIDs: ECT, EVAPDC, FLI (if available) and TP MODE. Press Diagnostic Data Link, PCM, PID/Data monitor and record, press trigger to select each PID, then start.

6. Start the engine without returning the key to the OFF position.

Preparation for Monitor Entry

⚠ WARNING: Strict observance of posted speed limits and attention to driving conditions are mandatory when proceeding through the following drive cycle.

7. **NOTE:** This step allows engine warm-up and provides intake air temperature (IAT) input to the PCM.

   Idle the vehicle for 15 seconds. Drive at 64 km/h (40 mph) until the ECT is at least 76.7°C (170°F).

8. Is IAT above 4.4°C (40°F) and below 37.8°C (100°F)? If not, continue with the following steps but note that the EVAP Monitor Bypass portion of the drive cycle (Step 13) will be required to bypass the EVAP monitor and clear the P1000.

9. **NOTE:** This step executes the heated oxygen sensor (HO2S) monitor.

   Cruise at 64 km/h (40 mph) for 60 seconds.

10. **NOTE:** This executes the EVAP monitor if IAT is above 4.4°C (40°F) and below 37.8°C (100°F).

    NOTE: To initiate the monitor, TP MODE should equal PT, EVAPDC must be greater than 75%, and FLI must be between 15 and 85%.

    NOTE: Avoid sharp turns and hills.

    Cruise at 72 to 104 km/h (45 to 65 mph) for 10 minutes.

11. **NOTE:** This step executes the ISC portion of the Secondary Air/CCM.

    Bring the vehicle to a stop. Idle with the transmission in DRIVE (for automatic transmission) or NEUTRAL (for manual transmission) for two minutes.

Pending Code and EVAP Monitor Bypass Check

12. **NOTE:** This determines if a pending code is preventing the clearing of P1000.

    NOTE: If the EVAP monitor is not complete and IAT was below 4.4°C (40°F) or above 37.8°C (100°F) temperature range in Step 8, or the altitude is above 2,438 meters (8,000 feet), the EVAP Monitor Bypass (Step 13) must be carried out.

    Using the scan tool, check for pending codes. Conduct normal repair procedures for any pending code concerns. Rerun any incomplete monitor.

EVAP Monitor Bypass

13. **NOTE:** This allows the bypass counter to increment to two.

    NOTE: Do not repeat Step 4.

    Park the vehicle for a minimum of eight hours. Repeat Steps 5 through 12.

Canister Vent Solenoid Closing Procedure

Printable View (15 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool

⚠ CAUTION: The canister vent solenoid must not be energized for more than nine minutes at one time. Once the canister vent solenoid is energized and de-energized, adequate time must be allowed for the component to cool adequately. Failure to allow the component to cool may create a false failure in the diagnostics, causing unnecessary repairs.

1. Connect the scan tool and select the output test mode.
2. If PID monitors are not active, select PIDs.
3. Select the fuel tank pressure (FTP) and the volts (V) parameter identification (PID) for monitoring.
4. Select the ALL OFF mode.
5. Close the canister vent solenoid by pushing the START button on the scan tool.

Fuel Tank and Filler Pipe

Printable View (569 KB)

Special Tool(s)

ST2134-A	Fuel Drain Hose 310-102
	Fuel Storage Tanker 164-R3202 or equivalent
ST2376-A	Fuel Sender Wrench 310-069

Removal and Installation

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited, resulting in possible personal injury.

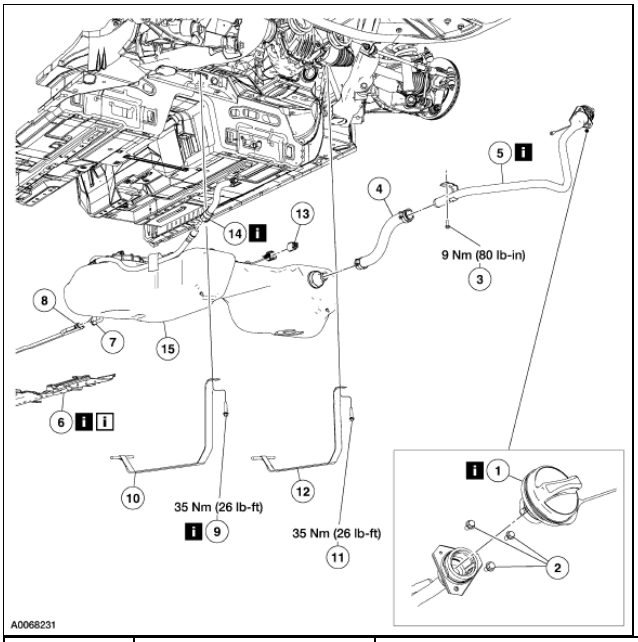
⚠ WARNING: Fuel in the fuel system remains under high pressure even when the engine is not running. Before repairing or disconnecting any of the fuel system components, the fuel system pressure must be relieved to prevent accidental spraying of fuel causing personal injury or a fire hazard.

1. If the fuel tank is being removed, remove the driveshaft. For additional information, refer to Section 205-00 .

2. To remove individual components, only carry out the listed steps.

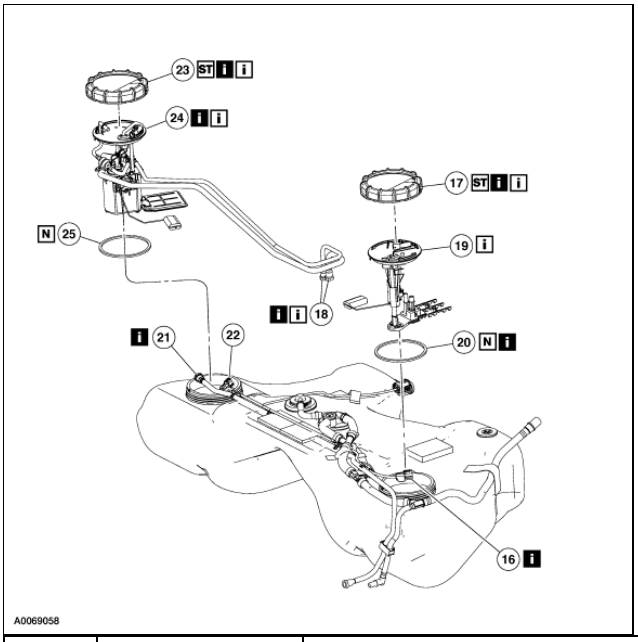
Component	Steps
Fuel filler pipe	1-7
Fuel tank	6-22
Fuel transfer pump	18-22
Fuel delivery module	18-27

3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	9030	Fuel filler cap Removal Note
2		Fuel filler pipe mounting screws
3		Fuel filler pipe mounting bolt
4	9047	Fuel hose and clamps
5		Fuel filler pipe Removal Note
6	9C291	Fuel tube shield Removal Note
6	9C291	Fuel tube shield Installation Note
7		Fuel supply quick-connect fitting
8	9J274	Vapor tube fitting
9	N811781	Fuel tank strap mounting bolt Removal Note
10	9055	Fuel tank strap
11	N811781	Fuel tank strap mounting bolt
12	9055	Fuel tank strap
13	14A624	Fuel tank electrical connector
14	9J724	Vapor tube quick-connect fitting Removal Note
15	9010	Fuel tank

4. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
16	14A464	Fuel transfer pump electrical connector Removal Note
17	9A307	Fuel transfer pump lock ring Removal Note
17	9A307	Fuel transfer pump lock ring Installation Note
18		Fuel crossover hose quick-connect fittings Removal Note
18		Fuel crossover hose quick-connect fittings Installation Note
19	9A309	Fuel transfer pump Installation Note
20	9276	Fuel transfer pump gasket Removal Note
21		Fuel delivery tube quick-connect fitting Removal Note
22	14A464	Fuel delivery module electrical connector
23	9A307	Fuel delivery module lock ring Removal Note
23	9A307	Fuel delivery module lock ring Installation Note
24	9A309	Fuel delivery module Removal Note
24	9A309	Fuel delivery module Installation Note
25	9276	Fuel delivery module gasket

5. To install, reverse the removal procedure.

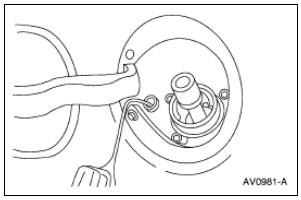
6. Fill the fuel tank.

7. Turn the ignition key to the ON position to pressurize the fuel system.

8. Visually inspect the fuel system for leaks.

Item 1: Fuel Filler Cap Removal Note

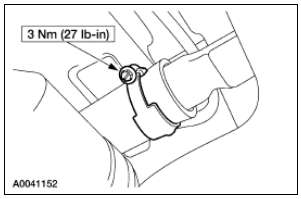
1. Using the special tool, drain the fuel from the passenger side of the fuel tank.



Item 5: Fuel Filler Pipe Removal Note

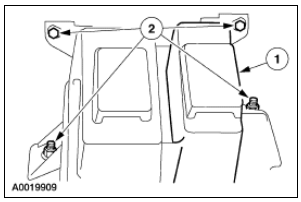
1. Remove the right rear well inner fender splash shield.
2. **⚠ CAUTION: Some fuel will remain in the filler pipe after draining the fuel tank. Carefully drain the filler pipe into an approved container.**

   Loosen the clamp at the fuel tank filler pipe and remove the filler pipe.



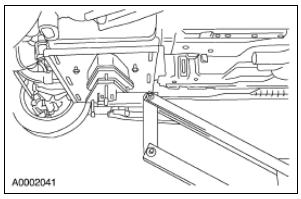
Item 6: Fuel Tube Shield Removal Note

1. Position the fuel tube shield aside.
   1. Remove the pin-type retainers.
   2. Remove the bolt.



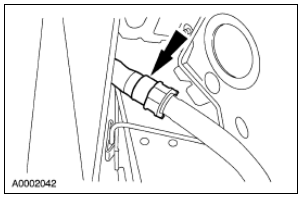
Item 9: Fuel Tank Strap Mounting Bolt Removal Note

1. Position a suitable lifting device to support the fuel tank.



Item 14: Quick-Connect Fitting Removal Note

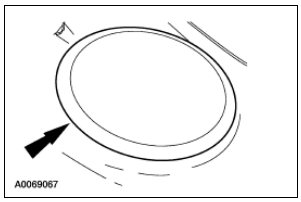
1. Partially lower the fuel tank and disconnect the vapor tube.



Item 16: Fuel Transfer Pump Electrical Connector Removal Note

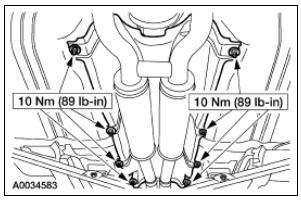
1. Remove the rear seat cushion.

2. Remove the fuel transfer pump access cover.

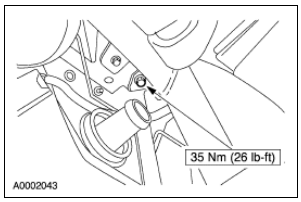


Item 17: Fuel Transfer Pump Lock Ring Removal Note

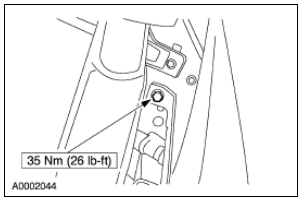
1. Remove the bolts and nuts and position the exhaust heat shield onto the exhaust system.



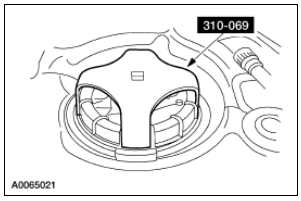
2. Loosen the right fuel tank support strap approximately one inch.



3. Loosen the left fuel tank support strap approximately one inch.



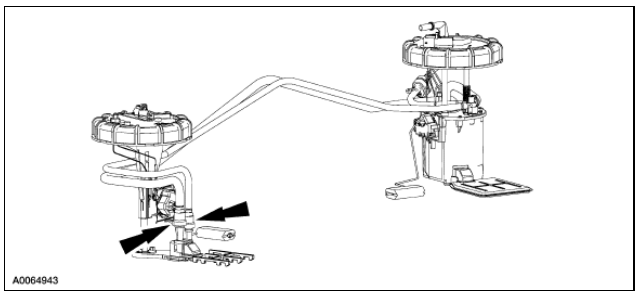
4. Using the special tool, remove the lock ring.



Item 18: Fuel Crossover Hose Quick-Connect Fitting Removal Note

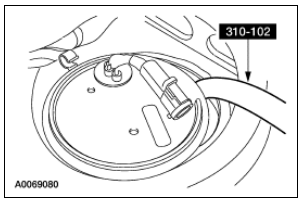
1. **NOTE:** The routing of the internal fuel crossover hoses is critical to correct fuel system operation. Note the routing of the internal fuel crossover hoses at this time.

   Partially raise the fuel transfer pump and disconnect the internal fuel crossover hose quick-connect fittings.



Item 20: Fuel Transfer Pump Gasket Removal Note

1. Using the special tool and a suitable fuel recovery system, drain the fuel from the driver side of the fuel tank.

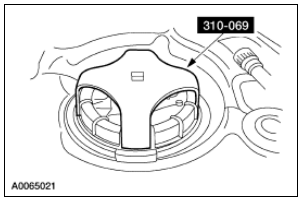


Item 21: Fuel Delivery Tube Removal Note

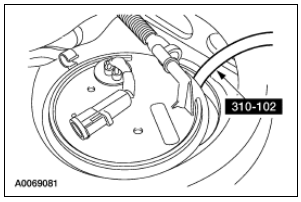
1. Remove the fuel delivery module access cover.

Item 23: Fuel Delivery Module Lock Ring Removal Note

1. Using the special tool, remove the fuel delivery module lock ring.



2. Using the special tool and a suitable fuel recovery system, drain the fuel from the passenger side of the fuel tank.



Item 24: Fuel Delivery Module Removal Note

1. **⚠ CAUTION: Drain the remaining fuel from the fuel delivery module into the fuel tank prior to removal.**

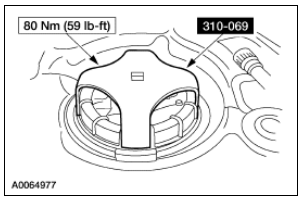
   Remove the fuel delivery module and fuel crossover hoses as an assembly.

Item 24: Fuel Delivery Module Installation Note

1. Install the fuel delivery module and fuel crossover hoses as an assembly. Route the fuel crossover hoses into the driver side of the fuel tank so they are visible within the fuel transfer pump opening.

Item 23: Fuel Delivery Module Lock Ring Installation Note

1. Using the special tool, install the fuel delivery module lock ring.



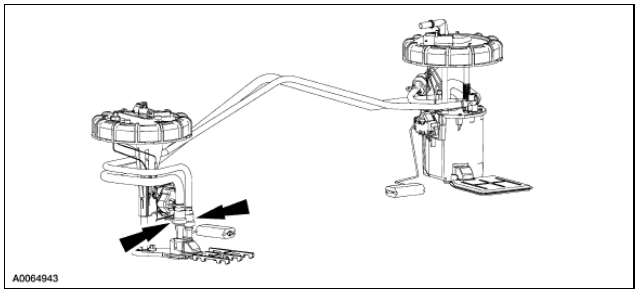
Item 19: Fuel Transfer Pump Installation Note

1. Partially install the fuel transfer pump.

Item 18: Fuel Crossover Hose Quick-Connect Fittings Installation Note

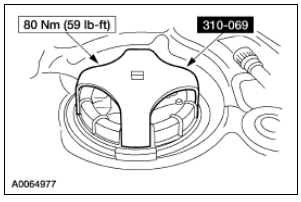
1. **NOTE:** Make sure that the fuel crossover hoses are routed correctly.

   Raise the fuel transfer pump and connect the fuel crossover hose quick-connect fittings.



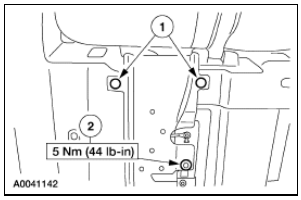
Item 17: Fuel Transfer Pump Lock Ring Installation Note

1. Using the special tool, install the fuel transfer pump lock ring.



Item 6: Fuel Tube Shield Installation Note

1. Install the fuel tube shield.
    1. Install the pin type retainers.
    2. Install the bolt.


1
2
5 Nm (44 lb-in)
A0041142

Fuel Lines and Fuel Filter

Printable View (356 KB)

Special Tool(s)

ST1146-A	Disconnect Tool, Spring Lock Coupling (3/8 inch) 310-D004 (D87L-9280-A) or equivalent

Removal and Installation

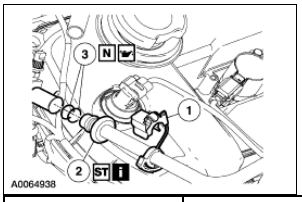
⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited, resulting in possible personal injury.

⚠ WARNING: Fuel in the fuel system remains under high pressure even when the engine is not running. Before repairing or disconnecting any of the fuel system components, the fuel system pressure must be relieved to prevent accidental spraying of fuel, causing personal injury or a fire hazard.

1. With the vehicle in NEUTRAL, position it on a hoist. For additional information, refer to Section 100-00 .
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Relieve the fuel system pressure. For additional information, refer to Fuel System Pressure Release in this section.
4. Remove the left front wheel well rear splash shield.
5. To remove individual components, only carry out the listed steps.

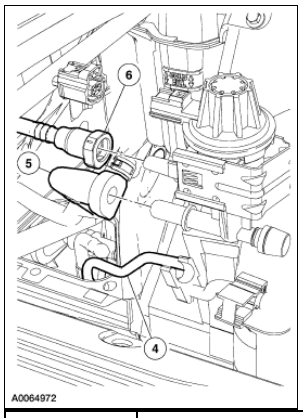
Component	Steps
Fuel filter	9-13
Fuel lines	1-20

6. Illustration 1 of 4. Remove the components in the order indicated in the following illustration and table.



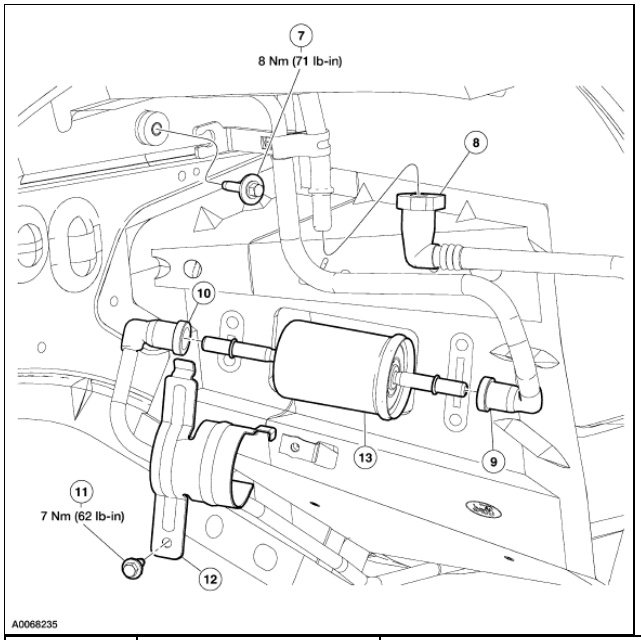
Item	Part Number	Description
1	N805528	Fuel hose safety clip
2	9J274	Spring lock coupling Removal Note
3	9J274	O-rings

7. Illustration 2 of 4. Remove the components in the order indicated in the following illustration and table.



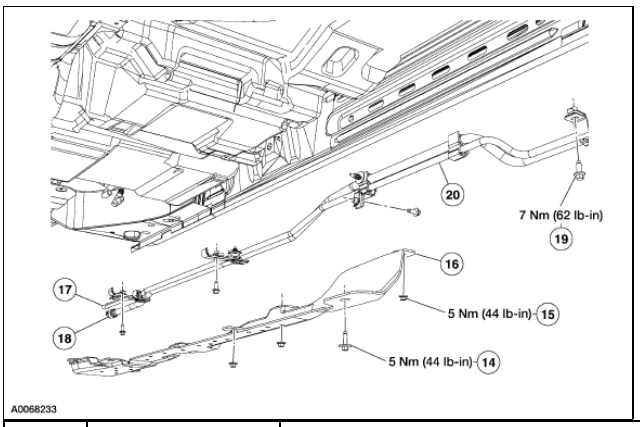
Item	Part Number	Description
4	9D676	Fuel tube
5	9J274	Vapor tube quick-connect fitting
6	9J274	Vapor tube quick-connect fitting

8. Illustration 3 of 4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
7	N803882	Fuel hose mounting bolt
8	9J274	Vapor tube quick-connect fitting
9	9B324	Fuel tube quick-connect fitting
10	9B324	Fuel tube quick-connect fitting
11	W500212	Fuel filter bracket mounting bolt
12	9180	Fuel filter bracket
13	9155	Fuel filter

9. Illustration 4 of 4. Remove the components in the order indicated in the following illustration and table.

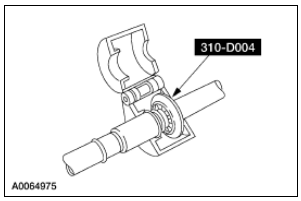


Item	Part Number	Description
14	W503924	Fuel tube shield mounting bolt
15	N804795	Fuel tube shield mounting fasteners (3 req'd)
16	9C291	Fuel tube shield
17	9B324	Fuel tube quick-connect fitting
18	9J274	Vapor tube quick-connect fitting
19	W500212	Fuel tube mounting bolts (4 req'd)
20		Fuel tube assembly

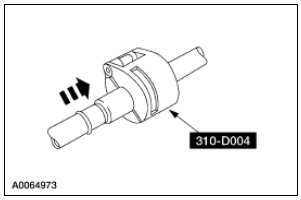
10. To install, reverse the removal procedure.

Item 2: Spring Lock Coupling Removal Note

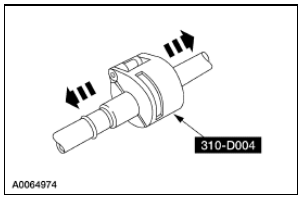
1. Install the special tool.



2. Press the special tool into the open end of the cage.



3. Separate the spring lock coupling.

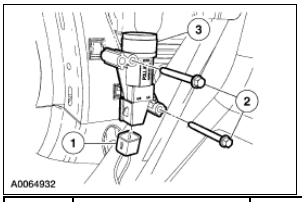


Inertia Fuel Shutoff (IFS) Switch

Printable View (30 KB)

Removal and Installation

1. Remove the left-hand lower A-pillar trim panel.
2. Remove the components in the order indicated in the following illustration and table.



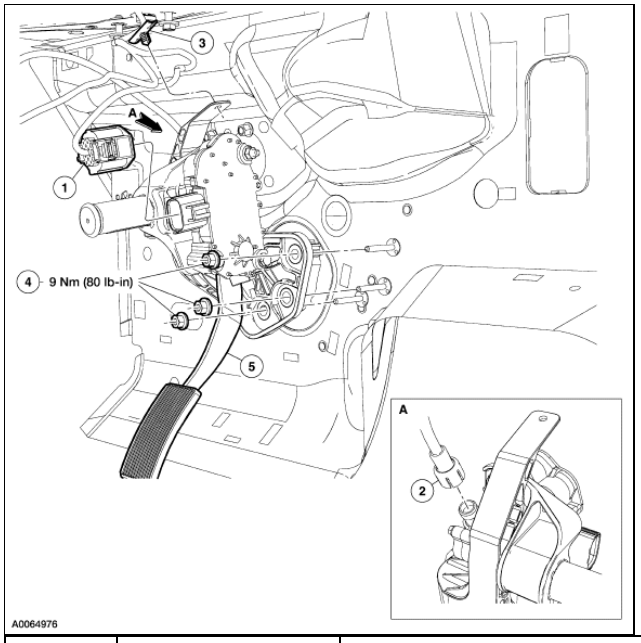
Item	Part Number	Description
1	14A464	Inertia fuel shutoff switch (IFS) electrical connector
2	W504148	IFS mounting bolts
3	9341	Inertia fuel shutoff switch

Accelerator Pedal and Shaft

Printable View (145 KB)

Removal and Installation

1. Remove the components in the order indicated in the following illustration and table.
2. To install, reverse the removal procedure.



Item	Part Number	Description
1		Accelerator pedal electrical connector
2		Accelerator pedal drive cable
3		Wiring harness
4		Accelerator pedal mounting nuts
5		Accelerator pedal

Evaporative Emission Canister and Purge Valve Printable View (388 KB)

Removal and Installation

⚠ WARNING: The evaporative emission system contains fuel vapor and condensed fuel vapor. Although not present in large quantities, it still presents the danger of explosion or fire. Disconnect the battery ground cable from the battery to minimize the possibility of an electrical spark occurring, possibly causing a fire or explosion if fuel vapor or liquid fuel are present in the area. Failure to follow these instructions can result in personal injury.

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited, resulting in possible personal injury.

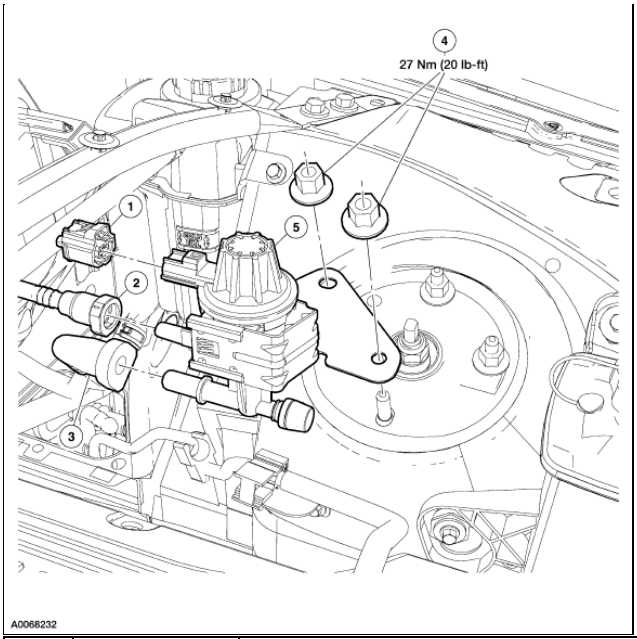
1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. If the canisters are to be removed, remove the rear subframe. For additional information, refer to Section 502-00 .

3. To remove individual components, only carry out the listed steps.

Component	Steps
Evaporative emissions canister purge valve	1-5
Evaporative emissions canisters	6-19

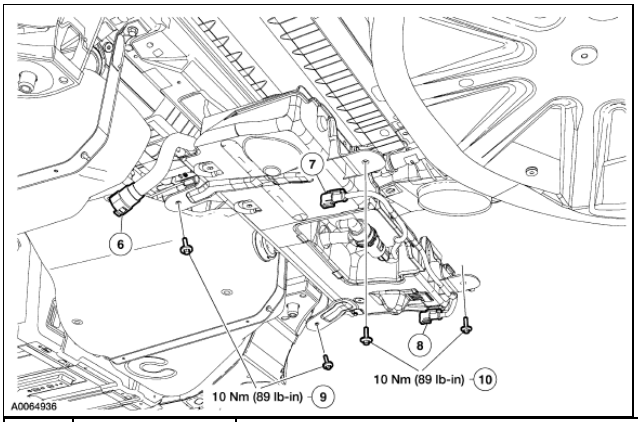
4. Illustration 1 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14A464	

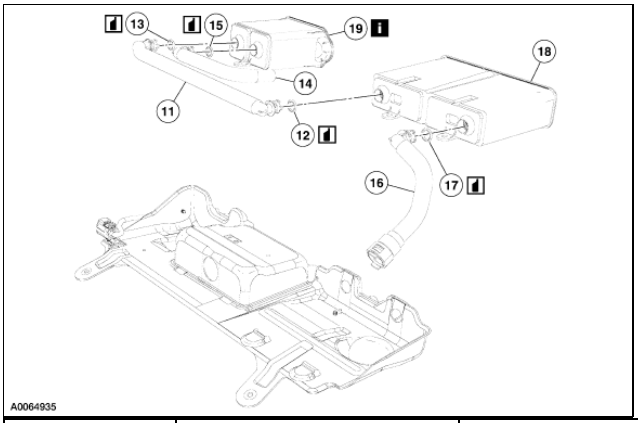
		Evaporative emissions canister purge valve electrical connector
2	9J274	Vapor tube quick-connect fitting
3	9J274	Vapor tube quick-connect fitting
4	W704790	Evaporative emissions canister purge valve mounting nuts
5	9G641	Evaporative emissions canister purge valve

5. Illustration 2 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
6	9J274	Vapor tube quick-connect fitting
7	14A464	Evaporative emissions canister bracket assembly electrical connector
8	14A464	Evaporative emissions canister bracket assembly electrical connector
9	W503925	Evaporative emissions canister bracket assembly mounting bolts
10	W503925	Evaporative emissions canister bracket assembly mounting bolts

6. Illustration 3 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
11	9B999	Fuel vapor return hose

12	N811263	O-ring
13	N811263	O-ring
14	9A228	Fuel vapor tube
15	N811263	O-ring
16	9D660	Fuel vapor tube
17	N811263	O-ring
18	9D656	Fuel vapor canister
19	9D656	Fuel vapor canister Removal Note

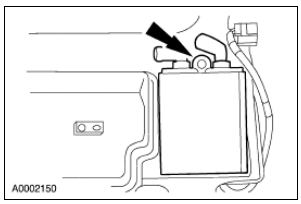
7. To install, reverse the removal procedure.

8. Carry out a leak test. For additional information, refer to Evaporative Emission System Leak Test in this section.

9. Carry out the evaporative emission repair verification drive cycle. For additional information, refer to Evaporative Emission Repair Verification Drive Cycle in this section.

Item 19: Fuel Vapor Canister Removal Note

1. Remove the rivet and the fuel vapor canister.



Fuel Vapor Control Tube Assembly Valve

Printable View (59 KB)

Material

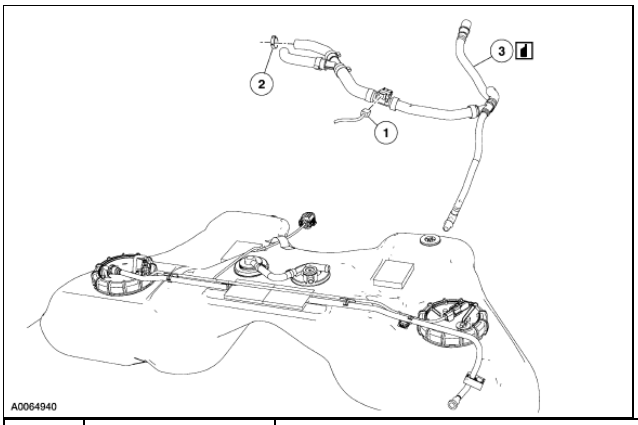
Item	Specification
MERPOL®or equivalent	ESE-M99B144-B

Removal and Installation

⚠ WARNING: The evaporative emission system contains fuel vapor and condensed fuel vapor. Although not present in large quantities, it still presents the danger of explosion or fire. Disconnect the battery ground cable from the battery to minimize the possibility of an electrical spark occurring, possibly causing a fire or explosion if fuel vapor or liquid fuel are present in the area. Failure to follow these instructions may result in personal injury.

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in personal injury.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the fuel tank. For additional information, refer to Fuel Tank and Filler Pipe in this section.
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	14A464	Fuel tank pressure sensor electrical connector
2		Vapor hose clamp
3		Fuel vapor control tube assembly valve

5. Carry out a leak test. For additional information, refer to Evaporative Emission System Leak Test in this section.
6. Carry out the evaporative emission repair verification drive cycle. For additional information, refer to Evaporative Emission Repair Verification Drive Cycle in this section.

Evaporative Emission Canister Vent Solenoid

Printable View (88 KB)

Material

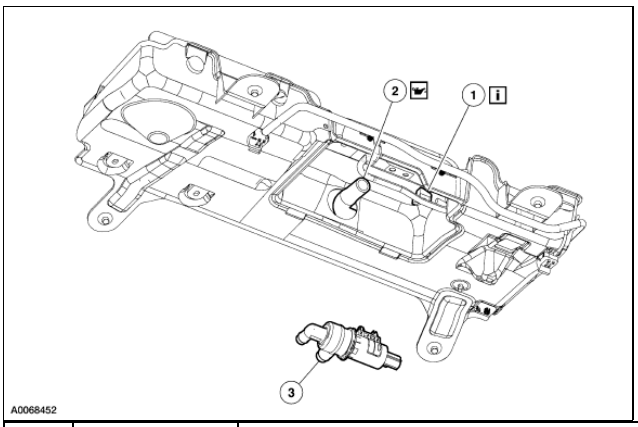
Item	Specification
MERPOL®or equivalent	ESE-M99B144-B

Removal and Installation

⚠ WARNING: The evaporative emission system contains fuel vapor and condensed fuel vapor. Although not present in large quantities, it still presents the danger of explosion or fire. Disconnect the battery ground cable from the battery to minimize the possibility of an electrical spark occurring, possibly causing a fire or explosion if fuel vapor or liquid fuel are present in the area. Failure to follow these instructions can result in personal injury.

⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited, resulting in possible personal injury.

1. Disconnect the battery negative cable. For additional information refer to Section 414-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1		Evaporative emissions canister vent solenoid electrical connector Installation Note
2		Evaporative emissions hose
3		Evaporative emissions canister vent solenoid

4. Carry out the evaporative emission system leak test. For additional information, refer to Evaporative Emission System Leak Test in this section.

5. Carry out the evaporative emission repair verification drive cycle. For additional information, refer to Evaporative Emission Repair Verification Drive Cycle in this section.

Item 1: Evaporative Emissions Canister Vent Solenoid Electrical Connector Installation Note

1. Make sure the electrical connector harness is correctly routed.

Vehicle Speed Control Component Location Index

Printable View (143 KB)

Printable View (7 KB)

Torque Specifications

Description	Nm	lb-ft	lb-in
Speed Control Switch Screws	7		62

Speed Control Printable View (12 KB)

The speed control system is designed to maintain a selected vehicle speed between 48 and 200 km/h (30 and 124 mph).

Principles of Operation

The speed control system is controlled by the powertrain control module (PCM). The speed control system is designed to maintain a selected vehicle speed between 48 and 200 km/h (30 and 124 mph).

The speed control system is controlled by the steering wheel-mounted switches (ON, OFF, SET+, SET-, RESUME, and CANCEL), and the brake pedal. The steering wheel-mounted switches are backlit.

The speed control functions include:

- turn on the speed control system
- set and maintain the desired vehicle speed
- accelerate the vehicle speed
- tap-up/tap-down the vehicle speed
- resume the prior vehicle speed
- turn off the vehicle speed control system
- cancel the speed control

Pressing and releasing the ON switch turns the system on. Pressing and releasing the SET+ or SET- switch while the vehicle is traveling at the desired speed activates the system. The vehicle maintains the desired speed.

Tapping the SET+ or SET- buttons, while in the set mode respectively, increases or decreases the maintained vehicle speed by 2 km/h (1 mph) per tap. If the respective button is pressed and held, the vehicle speed continues to accelerate or decelerate until the button is released.

Pressing and releasing the OFF switch, or positioning the ignition switch in the OFF position, turns the speed control off. Pressing the brake pedal or pressing the CANCEL button puts the system in the STANDBY mode. Pressing the RESUME button, when the system is in STANDBY mode causes the vehicle to accelerate until the last set speed is resumed. Resume does not function if the OFF button is pressed, the ignition switch is in the OFF position, or if the current vehicle speed is below the minimum operational speed.

Whenever the speed control system is engaged and active, a speed control illuminator is set.

The inputs to the PCM for the speed control system are the:

- anti-lock brake (ABS) module
- digital transmission range (TR) sensor
- speed control deactivator switch
- brake pedal position (BPP) switch
- speed control switches
- throttle position sensor (TPS)

The outputs from the PCM for the speed control system are the:

- instrument cluster
- throttle command

The speed control system does not require an electronic actuator for electronic throttle control (ETC) vehicles. Throttle position is completely controlled by the PCM through the electronic throttle stepper motor. Speed control electronics are contained entirely within the ETC subsystem.

When the speed control is active, the electronic actuator corrects for deviations in the actual vehicle speed by proportionally moving through the throttle plate. The control electronics modulate the throttle to minimize error between actual vehicle speed and the desired speed.

The PCM strategy uses the engine control for smooth accelerations. In instances where the vehicle tends to exceed set speed, the PCM invokes an engine braking strategy and the transmission downshifts to help maintain the desired vehicle speed.

The PCM sends a requested standard corporate protocol (SCP) vehicle speed control set speed status (enable/disable) whenever the speed control set telltale should be turned ON or OFF.

The driver commands the speed control system by pressing steering-wheel mounted switches. The steering wheel switches are hardwired to the PCM.

The speed control system operates in the following modes:

- ON
- OFF
- SET
- SET+/TAP UP
- SET-/TAP DOWN
- HARD DEACTIVATE
- SOFT DEACTIVATE

When the speed control is in the ON mode, and the PCM receives a SET+ or SET- switch input, the speed control system enters into the SET mode and maintains present vehicle speed (provided the vehicle speed is within the system operating range). When the PCM receives a SET+ switch input, the speed control system will accelerate the vehicle 1.00 to 1.68 mph/second (on level roads). The speed control system continues to accelerate the vehicle until the switch is no longer depressed and then will maintain that vehicle speed. If the duration of the switch input is less than 640ms the speed control system will increase vehicle speed by 2 km/h (1 mph). When the system is in the standby mode, and a RESUME switch input is received, the speed control subsystem transitions into SET mode and modifies vehicle speed to resume the last SET vehicle speed, provided the speed control system has previously been in the SET mode subsequent to the key on last cycle.

When the PCM receives a SET- switch input, the speed control system will decrease vehicle speed 1.00 to 1.68 mph/second (on level roads). Once the switch is no longer pressed, the speed control system ceases vehicle deceleration and maintains present vehicle speed. If the duration of the switch input is less than 640ms, the speed control system will decrease vehicle speed by 2 km/h (1 mph).

In the event of an OFF command or a deactivation request from any source, except the cancel switch and brake pedal tap, the system will carry out a hard deactivation and immediately return the throttle to the idle position.

In the event of CANCEL switch input, the system will deactivate and return the throttle to the idle position at a smooth and controlled rate.

The speed control system provides self-diagnostics. Speed control is disabled anytime an error is detected in

the system. No cluster telltale or message center messages are displayed when faults occur. Fault codes will be logged by the PCM.

Speed Control

Printable View (122 KB)

Refer to Wiring Diagrams Cell 31 , Speed Control for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with apropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Throttle lever	• Battery junction box (BJB) fuse 37 (5A) • Circuitry • Powertrain control module (PCM)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. Verify the speedometer operates correctly without speed control by test driving the vehicle. If the speedometer does not operate correctly, refer to Section 413-00 .
5. Verify the stoplamps operate correctly with the ignition switch in the OFF position. If the stoplamps do not operate correctly, refer to Section 417-01 .
6. Verify the parking brake is not applied and is operating correctly. If the parking brake is not operating correctly, refer to Section 206-00 .

7. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

8. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

9. Carry out the data link diagnostics test. If the diagnostic tool responds with:
   - SCP+, SCP-, CAN+, CAN-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for PCM, refer to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self test diagnostics for the PCM.

10. If the DTCs retrieved are related to the concern, go to the Powertrain Control Module (PCM) Diagnostic Trouble Code (DTC) Index.

11. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

NOTE: DTC P0703 and DTC P1572 must be repaired before any other DTC.

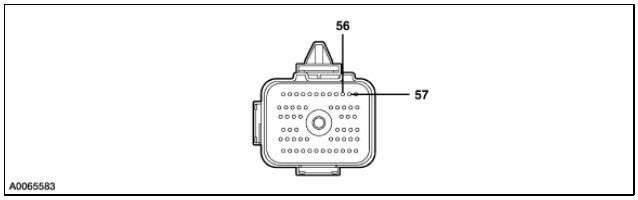
Powertrain Control Module (PCM) Diagnostic Trouble Code (DTC) Index

DTCs	Description	Source	Action
P0500	Vehicle Speed Error	PCM	REFER to Section 206-09 .
P0579	Cruise Control Multifunction Input A Circuit Range/Performance	PCM	Go To Pinpoint Test A .
P0581	Cruise Control Multifunction Circuit High	PCM	Go To Pinpoint Test A .
P0703	Brake On/Off Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1572	Brake On/Off Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Symptom Chart

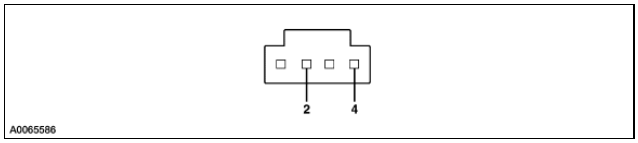
Symptom Chart
Connector Circuit Reference

PCM C175a



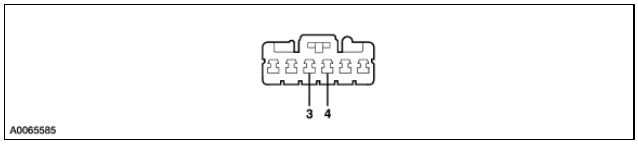
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
56	31S-PG24 (BK/OG) PCM ground to clockspring	0 voltage, less than 5 ohms between the clockspring and the PCM, greater than 10,000 ohms between the PCM and ground with the clockspring disconnected.
57	7-PG24 (YE/BU) PCM (VREF) feed to clockspring	Greater than 4.5 voltage, less than 5 ohms between the clockspring and the PCM, greater than 10,000 ohms between the PCM and ground.

Speed Control Switch C208



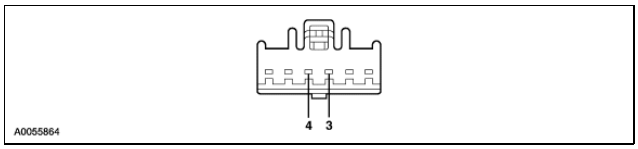
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2		0 voltage, less than 5 ohms between the speed control switch and the clockspring. Greater than 10,000 ohms between the speed control switch and ground.
4		0 voltage, less than 5 ohms between the speed control switch and the clockspring. Greater than 10,000 ohms between the speed control switch and ground.

Horn Switch C217



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3		0 voltage, less than 5 ohms between the clockspring and the speed control switch. Greater than 10,000 ohms between the clockspring and ground.
4		0 voltage, less than 5 ohms between the clockspring and the speed control switch. Greater than 10,000 ohms between the clockspring and ground.

Clockspring C218b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	31S-PG1 (BK/BU) speed control switch circuit	0 voltage, less than 5 ohms between the clockspring and the speed control switch, greater than 10,000 ohms between the clockspring and ground with the PCM disconnected.
4	7-PG24 (YE/BU) speed control switch VREF feed circuit	Greater than 4.5 voltage, less than 5 ohms between the clockspring and the speed control switch, greater than 10,000 ohms between clockspring and ground.

Pinpoint Test A: The Speed Control Is Inoperative

Normal Operation

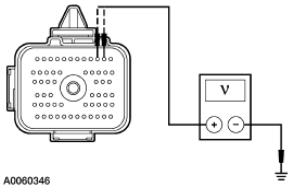
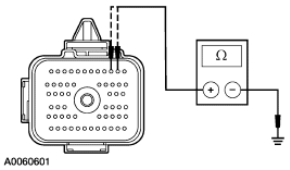
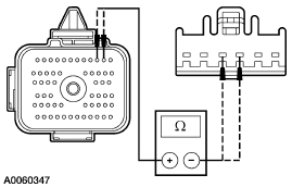
The powertrain control module (PCM) sends a signal through circuit 7-PG24 (YE/BU) to the speed control switches which passes through the clockspring. The return signal is sent through circuit 31S-PG1 (BK/BU) and the clockspring.

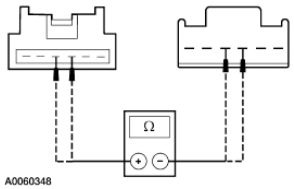
Possible Causes

- circuit 7-PG24 (YE/BU) open, shorted to power or shorted to ground
- circuit 31S-PG1 (BK/BU) open, shorted to power or shorted to ground
- clockspring
- PCM
- speed control switch

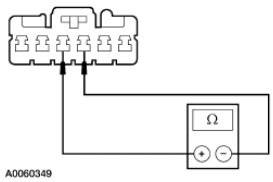
PINPOINT TEST A: SPEED CONTROL IS INOPERATIVE

Test Step	Result / Action to Take
A1 CHECK CIRCUITS 7-PG24 (YE/BU) AND 31S-PG24 (BK/OG) FOR SHORT TO BATTERY	
• Key in OFF position • Disconnect: PCM C175a. • Disconnect: Clockspring C218b. • Key in ON position. • Measure the voltage between the PCM C175a-56, circuit 31S-PG24 (BK/OG), harness side and ground; and the PCM C175a-57, circuit 7-PG24 (YE/BU), harness side and ground.	**Yes** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test. **No** GO to A2 .

 • **Is any voltage present?**	
A2 CHECK CIRCUITS 7-PG24 (YE/BU) AND 31S-PG24 (BK/OG) FOR SHORT TO GROUND	
• Key in OFF position • Measure the resistance between the PCM C175a-56, circuit 31S-PG24 (BK/OG), harness side and ground; and the PCM C175a-57, circuit 7-PG24 (YE/BU), harness side and ground.  • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to A3 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test
A3 CHECK CIRCUITS 7-PG24 (YE/BU) AND 31S-PG24 (BK/OG) FOR AN OPEN	
• Measure the resistance between the PCM C175a-56, circuit 31S-PG24 (BK/OG), harness side and clockspring C218b-3, circuit 31S-PG1 (BK/BU), harness side; and the PCM C175a-57, circuit 7-PG24 (YE/BU), harness side and clockspring C218b-4, circuit 7-PG24 (YE/BU), harness side.  • **Are the resistances less than 5 ohms?**	**Yes** GO to A4 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.
A4 CHECK THE CLOCKSPRING	
• Remove the driver side air bag. Refer to Section 501-20B . • Disconnect: Upper Clockspring. • Measure the resistance between the clockspring C218b-3, circuit 31S-PG1 (BK/BU), (component side) and the upper clockspring pin 3, (component side); and measure the resistance between the clockspring C218b-4, circuit 7-PG24 (YE/BU), (component side) and the upper clockspring pin 4, (component side).	**Yes** GO to A5 . **No** INSTALL a new clockspring. REFER to Section 501-20B . CLEAR the DTCs. REPEAT the self-test.



- **Are the resistances less than 5 ohms?**

A5 CHECK THE HORN SWITCH WIRING HARNESS	
• Disconnect: Horn Switch Wiring Harness Connector. • Inspect the horn switch wiring harness for shorts, opens or any damage. • **Is the horn switch wiring harness OK?**	**Yes** GO to A6 . **No** REPAIR or INSTALL a new horn switch wiring harness. CLEAR the DTCs. REPEAT the self-test.
A6 CHECK THE SPEED CONTROL SWITCH	
• Connect: Horn Switch Wiring Harness Connector. • Measure the resistance between the horn switch harness pin 3, harness side and the horn switch harness pin 4, harness side while pressing the switches. Speed Control Switch **Speed Control Switch** / **Resistance Value** Cancel — Between 114 and 126 ohms SET- — Between 285 and 315 ohms SET+ — Between 570 and 630 ohms Resume — Between 1,055 and 1,165 ohms On — Between 1,995 and 2,205 ohms Off — Less than 5 ohms  • **Are the speed control switch resistance values OK?**	**Yes** GO to A7 . **No** INSTALL a new speed control switch. REFER to Speed Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
A7 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all PCM connectors and make sure they are seated correctly.
• Operate the system and verify the concern is still present.
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	No
	The system is operating

• **Is the concern still present?**	correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test B: The Speed Control Switch Is Inoperative

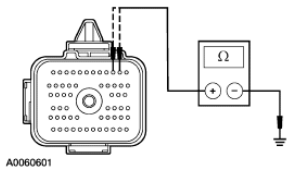
Normal Operation

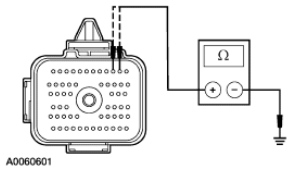
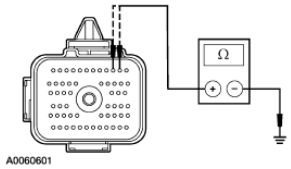
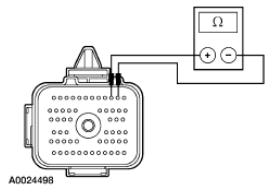
The powertrain control module (PCM) sends a signal through circuit 7-PG24 (YE/BU) to the speed control switches which passes through the clockspring. The return signal is sent through circuit 31S-PG24 (BK/OG) and the clockspring.

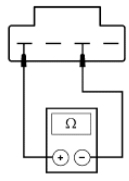
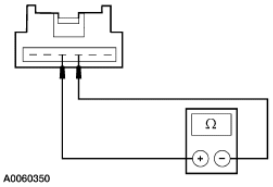
Possible Causes

- circuit 7-PG24 (YE/BU) open, shorted to power or shorted to ground
- circuit 31S-PG24 (BK/OG) open, shorted to power or shorted to ground
- clockspring
- PCM
- speed control switch

PINPOINT TEST B: SPEED CONTROL SWITCH IS INOPERATIVE

Test Step	Result / Action to Take
B1 CHECK FOR SHORT TO GROUND OR STUCK SWITCH	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: PID/DATA Record and Monitor. • Monitor the PCM PIDs SET/ACL, COAST, RESUME, CANCEL, SC_OFF and SC_ON without pressing any speed control switch. • **Do any of the PCM PIDs indicate YES?**	**Yes** INSTALL a new speed control switch. REFER to Speed Control Switch in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to B2 .
B2 CHECK CIRCUITS 7-PG24 (YE/BU) AND 31S-PG24 (BK/OG)	
• Key in OFF position. • Disconnect: PCM C175a. • Measure the resistance between the PCM C175a-57, circuit 7-PG24 (YE/BU), harness side and ground; and between the PCM C175a-56, circuit 31S-PG24 (BK/OG), harness side and ground.  	**Yes** GO to B3 . **No** GO to B5 .

• **Are the resistances less than 5 ohms?**	
B3 CHECK THE HORN SWITCH WIRING HARNESS FOR SHORT TO GROUND	
• Remove the driver side air bag. Refer to Section 501-20B . • Disconnect: Horn Switch Wiring Harness Connector. • Measure the resistance between the PCM C175a-57, circuit 7-PG24 (YE/BU), harness side and ground; and between the PCM C175a-56, circuit 31S-PG24 (BK/OG), harness side and ground.  • **Are the resistances less than 5 ohms?**	**Yes** GO to B4 . **No** REPAIR or INSTALL a new horn switch wiring harness. CLEAR the DTCs. REPEAT the self-test.
B4 CHECK THE CLOCKSPRING	
• Disconnect: Clockspring C218b. • Measure the resistance between the PCM C175a-57, circuit 7-PG24 (YE/BU), harness side and ground; and between the PCM C175a-56, circuit 31S-PG24, harness side and ground.  • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new clockspring. REFER to Section 501-20B . CLEAR the DTCs. REPEAT the self-test.
B5 CHECK FOR A SHORT CIRCUIT	
• Measure the resistance between the PCM C175a-57, circuit 7-PG24 (YE/BU), harness side and the PCM C175a-56, circuit 31S-PG24 (BK/OG), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to B6 . **No** GO to B9 .
B6 CHECK THE SPEED CONTROL SWITCH	

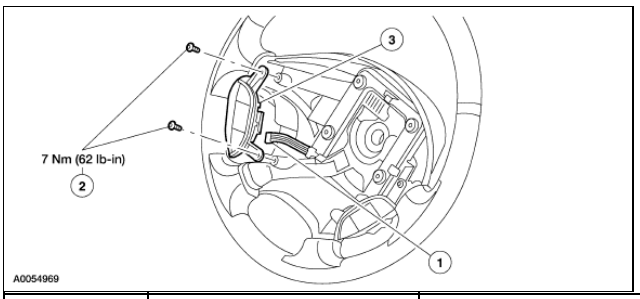
• Remove the driver side air bag. Refer to Section 501-20B . • Disconnect: Speed Control Switch. • Measure the resistance between the speed control switch pin 1 (component side) and the speed control switch pin 2 (component side).  A0065792 • **Is the resistance approximately 4.3k ohms?**	**Yes** GO to B7 . **No** INSTALL a new speed control switch. REFER to Speed Control Switch in this section. CLEAR the DTCs. REPEAT the self-test.
B7 CHECK THE HORN SWITCH WIRING HARNESS	
• Disconnect: Horn Switch Wiring Harness Connector. • Measure the resistance between the horn switch harness connector pin 3, circuit 31S-PG24 (BK/OG), harness side and the horn switch harness connector pin 4, circuit 7-PG24 (YE/BU), harness side. • **Is the resistance less than 5 ohms?**	**Yes** REPAIR or INSTALL a new horn switch wiring harness. CLEAR the DTCs. REPEAT the self-test. **No** GO to B8 .
B8 CHECK THE CLOCKSPRING FOR A SHORT	
• Measure the resistance between the upper clockspring pin 3 (component side) and the upper clockspring pin 4 (component side).  A0060350 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new clockspring. REFER to Section 501-20B . CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.
B9 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all PCM connectors and make sure they are seated correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Speed Control Switch

Printable View (57 KB)

1. Remove the air bag. For additional information, refer to Section 501-20B .
2. Remove the components in the order indicated in the following illustration and table.



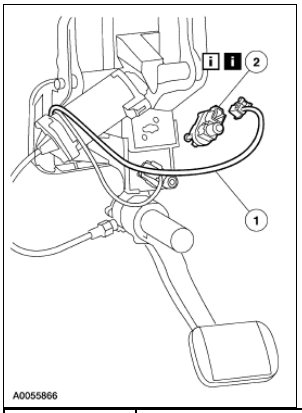
Item	Part Number	Description
1	14A005	Electrical connector
2	W705342-S424	Speed control switch screws
3	9C888	Speed control switch

3. To install, reverse the removal procedure.

Speed Control Deactivator Switch

Printable View (61 KB)

1. Remove the components in the order indicated in the following illustration and table.

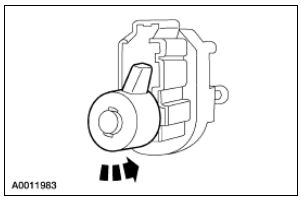


Item	Part Number	Description
1	14A005	Electrical Connector
2	9F924	Speed control deactivator switch Removal Note
2	9F924	Speed control deactivator switch Installation Note

2. To install, reverse the removal procedure.

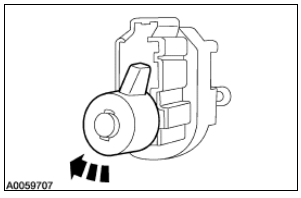
Item 2: Speed Control Deactivator Switch Removal Note

1. Rotate counterclockwise 45 degrees to remove the deactivator switch.



Item 2: Speed Control Deactivator Switch Installation Note

1. Press the brake pedal and position the deactivator switch in the bracket. Rotate clockwise 45 degrees to install the speed control deactivator switch.



2003 Lincoln LS Contents/Index

-- B --

Battery and Charging System Component Location Index

Battery and Charging System, Section Table of Contents

Battery Disconnect

Battery

DIAG & TEST: Battery and Charging System

REM & INST: Battery and Charging System

Belt Minder Deactivating/Activating

Blower Motor

Body Misalignment Check

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Body System Exterior

DESC & OPER: Body System Exterior

Section Table of Contents

Body System Interior Component Location Index

Body System Interior

DESC & OPER: Body System Interior

Section Table of Contents

Body System

Brake Caliper Front

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Brake Disc Machining

Brake Master Cylinder and Brake Booster

Brake Pedal Position (BPP) Switch

Brake Pedal

Brake Shift Interlock Actuator

Brake System Bleeding

Brake System Component Location Index

Brake System Hydraulic Leak Check

Brake System

DESC & OPER: Brake System

DIAG & TEST: Brake System

Section Table of Contents

Steering System Component Location Index

Printable View (114 KB)

Printable View (12 KB)

General Specifications

Item	Specification
Lubricants	
Motorcraft MERCON® Multi-Purpose Transmission Fluid XT-2-QDX	MERCON®
Power Steering Gear	
Static steering wheel turning effort	3.7 Nm (33 lb-in)
Turns lock-to-lock	2.74
Power Steering Purge Vacuum	
Air purge vacuum	68-85 kPa (20-25 in-Hg)
Power Steering Pump	
Flow	2.4 ± 0.2 gpm @ 145 psi & 1,500 rpm
Minimum capacity	1.0 gpm @ 725 psi @ 500 rpm
Relief pressure	1,624-1,740 psi

Torque Specifications

Description	Nm	lb-ft	lb-in
Power Steering System			
Power steering pump bolts	25	18	
Pressure line fitting-to-pump	33	24	
A/C compressor bolts	25	18	
Radiator tube-to-engine bolts	10		89
Power steering reservoir top bolt	4		35
Power steering reservoir side bolt	10	7	
Steering gear-to-crossmember nuts and bolts	103	76	
Steering line clamp plate-to-steering gear bolt	15	11	
Spindle tie-rod-to-rack gear	100	74	
Tie-rod end-to-knuckle nut	80	59	
Fluid cooler-to-radiator bolts	10		89
Power steering pressure hose bracket-to-frame bolt	10		89
Variable assist power steering (VAPS) actuator-to-gear bolts	3		27
Steering Column			
Steering column mounting nuts	18	13	
Steering column release motor assembly mounting screws	4		35
Steering column-to-intermediate shaft bolt	30	22	
Intermediate shaft slider bolt	35	26	
Intermediate shaft-to-steering gear bolt	35	26	

Steering wheel bolt	38	38	
Dash plate nuts	9		80
Rotation sensor screws	0.9		8

Steering System

Printable View (8 KB)

The power steering system consists of:

- Power steering pump
- Fluid reservoir
- Rack and pinion steering gear
- Fluid cooler
- Power steering pressure and return lines/hoses
- Variable assist power steering (VAPS) actuator

Principles of Operation

Variable Assist Power Steering (VAPS)

The VAPS system controls the level of power assistance available to the driver based on vehicle speed. Below 3.2 km/h (2 mph), full power steering assist is provided to lessen steering efforts and increase maneuverability. Between 3.2 km/h (2 mph) and 191 km/h (119 mph), steering assist will decrease gradually at a calibrated rate to raise steering efforts for increased directional stability and greater road feel. Above 191 km/h (119 mph), steering assist is constant.

The front electronic module (FEM) outputs a pulse-width-modulated (PWM) current to the control valve actuator. The control valve actuator controls the hydraulic valve that determines the amount of hydraulic assist provided to the steering gear. The amount of assistance provided varies with the control valve actuator current, which is based on vehicle speed according to a look-up table internal to the FEM. The FEM pulse-width modulates the control valve actuator current to provide the desired amount of assistance. The amount of hydraulic steering assistance provided by the VAPS subsystem is proportional to the average control valve current.

The vehicle speed is provided to the FEM through the standard corporate protocol (SCP) network from the anti-lock brake system (ABS).

The engine rpm is provided to the FEM through the SCP network from the powertrain control module (PCM). The FEM uses the engine rpm to determine if the engine is running. The FEM will only output control valve actuator current when the engine is running to minimize noise, vibration, or harshness when the engine is off. The FEM will assume the engine is running only if the engine rpm is greater than 100 rpm.

Upon engine start, the FEM will provide a 200 millisecond full-on pulse followed by a 150 millisecond full-off pulse to the control valve actuator. Normal VAPS system operation will begin after this cleaning stroke is complete. In an event that the rpm signal is invalid from the PCM (less than 100 rpm), and the vehicle speed is less than 1.6 km/h (1 mph), the VAPS system will not carry out the cleaning stroke or apply current to the control valve actuator. When the engine speed exceeds 100 rpm, the system carries out the cleaning stroke and begins applying calibrated current to the actuator.

Steering System Printable View (101 KB)

Refer to Wiring Diagrams Cell 43 for schematic and connector information.

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent diagnostic tool
ST1477-A	Power Steering Analyzer 014-00207 or equivalent
ST1689-A	Gauge, Spring Tension 211-034 (T74P-3504-Y) or equivalent
ST1396-A	Dial Thermometer 0-220°F 023-R0007 or equivalent
ST1137-A	73 III Automotive Meter 105-R0057 or equivalent
ST2574-A	Flex Probe Kit 105-R025B

Inspection and Verification

⚠ CAUTION: Do not hold the steering wheel at the stops for an extended amount of time. Damage to the power steering pump can result.

NOTE: Make the following preliminary checks before repairing the steering system:

1. Verify the customer concern by operating the steering system.
   - Check the tire pressure. For additional information, refer to the Vehicle Certification (VC) label.
   - Verify that all tires are sized to specification. For additional information, refer to Section 204-00 .
   - Check the tires for damage or uneven wear. For additional information, refer to Section 204-00 .

2. Visually inspect for obvious signs of mechanical or electrical damage. Refer to the following chart:

Visual Inspection Chart

Mechanical	Electrical
• Binding or misaligned steering column • Loose steering column intermediate shaft universal joints • Steering gear • VAPS solenoid connector • VAPS solenoid • Power steering pump • Bent or pinched power steering hoses • Loose tie-rod ends • Loose suspension components	• Rear battery junction box (RBJB) relay 32 • Battery junction box (BJB) fuse 30 (10A) • Front electronic module (FEM) • Wiring • Connectors

3. Check the belt and tensioner.
   - Refer to Section 303-01B or Section 303-01B for diagnosis and testing of the accessory drive system.

4. Check the fluid level.
   - Verify that the power steering fluid level is within the appropriate hot or cold range on the dipstick. Add MERCON® Multi-Purpose (ATF) Transmission Fluid XT-2-QDX or MERCON® equivalent.

5. Check for air bleeding.
   - Verify that there is no air in the power steering system. Run the engine until it reaches normal operating temperature. Turn the steering wheel to the left and right several times without hitting the stops. If any air bubbles are present, refer to Power Steering System Purging in this section.

6. Check for external leaks.
   - With the ignition switch at OFF, wipe any dirt or debris off of the power steering pump, power steering pressure hose, power steering return hose, power steering fluid cooler and hose assembly and steering gear.
   - ⚠ **CAUTION: Do not hold the steering wheel against the stops for more than three to five seconds at a time. Damage to the power steering pump can occur.**

     With the engine running, turn the steering wheel from stop-to-stop several times. Repair as necessary if leaks are observed.

7. Check turning effort.
   - Refer to Turning Effort Test under Component Tests in this section.

8. If an obvious cause for an observed or reported malfunction is found, correct the cause (if possible) before proceeding to the next step.

9. If the concern remains after the inspection, connect the diagnostic tool to the data link connector (DLC) located beneath the instrument panel, and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - Check that the program card is correctly installed.
   - Check the connections to the vehicle.
   - Check the ignition switch position.

10. If the diagnostic tool still does not communicate with the vehicle, refer to the tester manual.

11. Carry out the DATA LINK DIAGNOSTIC TEST. If the diagnostic tool responds with:
    - CKT914, CKT915 or CKT70 = ALL ECUS NO RESP/NOT EQUIP, refer to Section 418-00 .
    - NO RESP/NOT EQUIP for VAPS, refer to Section 418-00 .
    - SYSTEM PASSED, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self-test diagnostics for the FEM module.

12. If the DTCs retrieved are related to the concern, go to Diagnostic Trouble Code (DTC) Index to continue diagnostics. If there are FEM DTCs not concerning the VAPS system, refer to Section 418-00 for further diagnostics.

13. If no DTCs related to the concern are retrieved, proceed to Symptom Chart to continue diagnostics.

14. If the fault is not visually evident, determine the symptom and GO to Symptom Chart .

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

Front Electronic Module (FEM) Module Diagnostic Trouble Code (DTC) Index

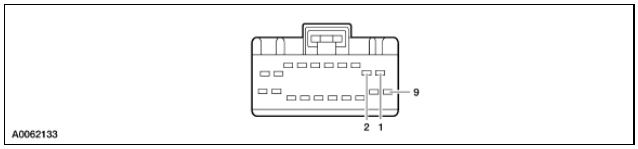
DTC	Description	Source	Action
B1342	ECU Is Defective	FEM	CLEAR the DTC. RETRIEVE the DTCs. If DTC B1342 is retrieved, INSTALL a new FEM. REFER to Section 418-00 . CLEAR the DTC. REPEAT the self-test.
C1924	VAPS Solenoid Actuator Output Short To Ground	FEM Module	Go To Pinpoint Test B .
C1925	VAPS Solenoid Actuator Return Circuit Failure	FEM Module	Go To Pinpoint Test C .

Symptom Chart

Symptom Chart

Connector Reference and Terminal Readings

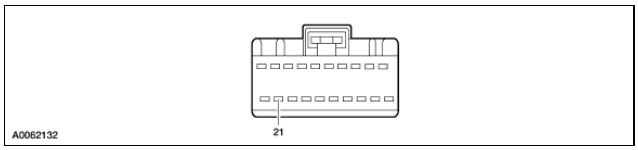
Front Electronic Module (FEM)-C201a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 29S-DK21 (OG/WH) Power supply to FEM from BJB Fuse 30 (10A)	Greater than ten volts at all times.
2	CKT 9-CE9 (BN/GN) VAPS solenoid feedback signal (to FEM module)	Voltage varies with VAPS solenoid position.
9		

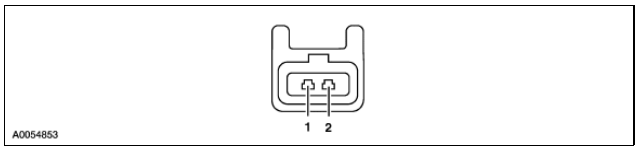
	CKT 8-CE9 (WH/GN) VAPS solenoid input signal	Voltage varies with FEM module output from 1 to 12 volts.

Front Electronic Module (FEM)-C201b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
21	CKT 31S-DK21 (BK/WH) Rear battery junction box (RBJB) relay 32 coil ground	Zero voltage, less than five ohms to chassis ground.

VAPS Solenoid-C120



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-CE9 (WH/GN) VAPS solenoid input signal	Voltage varies with FEM module output from 1 to 12 volts.
2	CKT 9-CE9 (BN/GN) VAPS solenoid feedback signal (to FEM module)	Voltage varies with VAPS solenoid position.

Pinpoint Tests

Pinpoint Test A: No Communication With The FEM Module/Unable To Enter Self-Test

Normal Operation

The FEM module operates at a voltage between 10 and 17 volts. Voltage is supplied by circuit 29S-DK21 (OG/WH) (B+ at all times). RBJB relay 32 coil ground is provided through circuit 31S-DK21 (BK/WH).

Possible Causes

- RBJB relay 32 coil ground circuit 31S-DK21 (BK/WH)
- RBJB relay 32
- Relay 32 power-out circuit 30-DD2 (RD/BU)
- BJB fuse 30 (10A)
- Power supply circuit 29S-DK21 (OG/WH)
- FEM

PINPOINT TEST A: NO COMMUNICATION WITH THE FEM MODULE/UNABLE TO ENTER SELF-TEST

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
A1 CHECK BJB FUSE 30 (10A)	
• Check BJB fuse 30 (10A). • **Is the fuse OK?**	**Yes** GO to A2 . **No** INSTALL a new fuse. REPEAT the self-test.
A2 CHECK THE VOLTAGE TO THE FEM MODULE	
• Key in OFF position. • Disconnect: FEM Module C201a. • Key in ON position. • Measure the voltage between FEM module C201a-1 circuit 29S-DK21 (OG/WH), harness side and ground • **Is the voltage greater than 10 volts?**	**Yes** GO to A3 . **No** REPAIR circuit 29S-DK21 (OG/WH). REPEAT the self-test.
A3 CHECK THE RBJB RELAY 32 COIL GROUND	
• Key in OFF position. • Measure the resistance between FEM module C201b-21, circuit 31S-DK21 (BK/WH), harness side, and ground. • **Is the resistance less than 5 ohms?**	**Yes** CHECK the DLC connector and wiring. REFER to Section 418-00 . **No** REPAIR circuit 31S-DK21 (BK/WH). REPEAT the self-test.

Pinpoint Test B: DTC 1924 VAPS Solenoid Actuator Output Short To Ground

Normal Operation

The FEM module sends the VAPS solenoid a pulse width modulated (PWM) current through circuit 8-CE9 (WH/GN). The VAPS solenoid sends a feedback voltage to the FEM module, (depending on power steering assist demand), through circuit 9-CE9 (BN/GN).

Possible Causes

- VAPS solenoid
- Circuit 8-CE9 (WH/GN)

PINPOINT TEST B: DTC 1924 VAPS SOLENOID ACTUATOR OUTPUT SHORT TO GROUND

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
B1 ISOLATE THE VAPS SOLENOID	
• Raise and support the vehicle. For additional information, refer to Section 100-00 .	**Yes** GO to B2 . **No**

• Disconnect: VAPS Solenoid C120. • Measure the resistance across the VAPS solenoid C120, terminals 1 and 2, component side. • **Is the resistance approximately 6 to 8 ohms?**	INSTALL a new VAPS solenoid. REFER to Steering Gear in this section. CLEAR the DTC. REPEAT the self-test.
B2 CHECK CIRCUIT 8-CE9 (WH/GN) FOR A SHORT TO GROUND	
• Measure the resistance between VAPS solenoid C120-1 circuit 8-CE9 (WH/GN) harness side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B3 . **No** REPAIR circuit 8-CE9 (WH/GN). CLEAR the DTC. REPEAT the self-test.
B3 CHECK CIRCUIT 8-CE9 (WH/GN) AND VAPS SOLENOID FOR A SHORT TO GROUND	
• Measure the resistance between VAPS solenoid C120-1 circuit 8-CE9 (WH/GN) component side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** CARRY OUT the FEM diagnosis. REFER to Section 418-00 . CLEAR the DTC. REPEAT the self-test. **No** INSTALL a new VAPS solenoid. REFER to Steering Gear in this section. CLEAR the DTC. REPEAT the self-test.

Pinpoint Test C: DTC 1925 VAPS Solenoid Actuator Return Circuit Failure

Normal Operation

The FEM module sends the VAPS solenoid a pulse width modulated (PWM) current through circuit 8-CE9 (WH/GN). The VAPS solenoid sends a feedback voltage to the FEM module, (depending on power steering assist demand), through circuit 9-CE9 (BN/GN).

Possible Causes

- VAPS solenoid
- Circuit 8-CE9 (WH/GN)
- Circuit 9-CE9 (BN/GN)

PINPOINT TEST C: DTC 1925 VAPS SOLENOID ACTUATOR RETURN CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
C1 ISOLATE THE VAPS SOLENOID	
• With the vehicle in Neutral, position it on a hoist. For additional information, refer to Section 100-00 . • Disconnect: VAPS Solenoid C120. • Measure the resistance across the VAPS solenoid C120, terminals 1 and 2, component side.	**Yes** GO to C2 . **No** INSTALL a new VAPS solenoid. REFER to Steering Gear in this section. CLEAR

• **Is the resistance approximately 6 to 8 ohms?**	The DTC. REPEAT the self-test.
C2 CHECK CIRCUITS 8-CE9 (WH/GN) AND 9-CE9 (BN/GN) FOR A SHORT TO BATTERY	
• Measure the voltage between VAPS solenoid C120-1 circuit 8-CE9 (WH/GN) harness side and ground and between C120-2 circuit 9-CE9 (BN/GN) harness side and ground. • **Is voltage present?**	**Yes** REPAIR circuit 8-CE9 (WH/GN) or circuit 9-CE9 (BN/GN). CLEAR the DTC. REPEAT the self-test. **No** GO to C3 .
C3 CHECK CIRCUIT 8-CE9 (WH/GN) FOR AN OPEN	
• Disconnect: FEM Module C201a. • Measure the resistance between VAPS solenoid C120-1 circuit 8-CE9 (WH/GN) harness side and C201a-9 circuit 8-CE9 (WH/GN) harness side. • **Is the resistance less than 5 ohms?**	**Yes** GO to C4 . **No** REPAIR the open circuit(s). CLEAR the DTC. REPEAT the self-test.
C4 CHECK CIRCUIT 9-CE9 (BN/GN) FOR AN OPEN	
• Measure the resistance between VAPS solenoid C120-2 circuit 9-CE9 (BN/GN) harness side and C201a-2 circuit 9-CE9 (BN/GN) harness side. • **Is the resistance less than 5 ohms?**	**Yes** GO to C5 . **No** REPAIR circuit 9-CE9 (BN/GN). CLEAR the DTC. REPEAT the self-test.
C5 CHECK CIRCUIT 9-CE9 (BN/GN) FOR A SHORT TO GROUND	
• Measure the resistance between VAPS solenoid C120-2 circuit 9-CE9 (BN/GN) harness side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to C6 . **No** REPAIR circuit circuit 9-CE9 (BN/GN). CLEAR the DTC. REPEAT the self-test.
C6 CHECK CIRCUIT 9-CE9 (BN/GN) AND VAPS SOLENOID FOR A SHORT TO GROUND	
• Measure the resistance between VAPS solenoid C120-2 circuit 9-CE9 (BN/GN) component side and ground. • **Is the resistance greater than 10,000 ohms?**	**Yes** CARRY OUT the FEM diagnosis. REFER to Section 418-00 . CLEAR the DTC. REPEAT the self-test. **No** INSTALL a new VAPS solenoid. REFER to Steering Gear in this section. CLEAR the DTC. REPEAT the self-test.

Pinpoint Tests D: Hard Steering/Lack of Assist With No DTCs

Normal Operation

The VAPS system provides power assist to steering input by multiplying the turning force applied at the steering wheel. When the vehicle is at rest or at a speed below 3.2 km/h (2 mph), the VAPS system supplies maximum assist. Between 3.2 km/h (2 mph) and 191 km/h (119 mph), power assist will decrease gradually at a calibrated rate to raise steering efforts for increased directional stability and greater road feel. Above 191 km/h (119 mph), steering assist is constant.

Possible Causes

- Circuit 8-CE9 (WH/GN)
- Circuit 9-CE9 (BN/GN)
- VAPS solenoid

PINPOINT TEST D: HARD STEERING/LACK OF ASSIST WITH NO DTCS

Test Step	Result / Action to Take
D1 CHECK CIRCUIT 8-CE9 (WH/GN) AND 9-CE9 (BN/GN) FOR SHORT TOGETHER	
• Disconnect: VAPS Solenoid C120. • Measure the resistance between VAPS solenoid C120-1 circuit 8-CE9 (WH/GN) and C120-2 circuit 9-CE9 (BN/GN) harness side. • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to D2 . **No** REPAIR the circuits. TEST the system for normal operation.
D2 CHECK THE STABILITY ASSIST MODULE	
• Measure the resistance between VAPS solenoid C120-1 circuit 8-CE9 (WH/GN) and C120-2 circuit 9-CE9 (BN/GN) component side. • **Is the resistance greater than 10,000 ohms?**	**Yes** CARRY OUT the FEM diagnosis. REFER to Section 418-00 . TEST the system for normal operation. **No** INSTALL a new VAPS solenoid. TEST the system for normal operation.

Component Tests

Steering System Symptom Definitions

Drift/Pull

Pull is a tugging sensation, felt by the hands on the steering wheel, that must be overcome to keep the vehicle going straight.

Drift describes what a vehicle with this condition does with hands off the steering wheel.

- A vehicle-related drift/pull, on a flat road, can cause a consistent deviation from the straight-ahead path and require constant steering input in the opposite direction to counteract the effect.
- Drift/pull can be induced by conditions external to the vehicle (i.e., wind, road camber).

Excessive Steering Wheel Play

Excessive steering wheel play is a condition in which there is too much steering wheel movement before the wheels move. A small amount of steering wheel play is considered normal.

Feedback

Feedback is a roughness felt in the steering wheel when the vehicle is driven over rough pavement.

Hard Steering or Lack of Assist

Hard steering or lack of assist is experienced when the steering wheel effort exceeds specifications. Hard steering can remain constant through the full turn or occur near the end of a turn. It is important to know the difference between hard steering/lack of assist and binding.

Hard steering or lack of assist can result from either hydraulic or mechanical conditions. It is extremely important to know if this concern occurs during driving, or during very heavy or static parking maneuvers.

Nibble

Sometimes confused with shimmy, nibble is a condition resulting from tire interaction with various road surfaces and observed by the driver as small rotational oscillations of the steering wheel.

Poor Returnability/Sticky Steering

Poor returnability and sticky steering is used to describe the poor return of the steering wheel to center after a turn or the steering correction is completed.

Shimmy

Shimmy, as observed by the driver, is large, consistent, rotational oscillations of the steering wheel resulting from large, side-to-side (lateral) tire/wheel movements.

Shimmy is usually experienced near 64 km/h (40 mph), and can begin or be amplified when the tire contacts pot holes or irregularities in the road surface.

Wander

Wander is the tendency of the vehicle to require frequent, random left and right steering wheel corrections to maintain a straight path down a level road.

Steering Linkage

1. With the parking brake applied, carry out the following:
    1. **NOTE:** Excessive vertical or horizontal motion of the stud relative to the steering linkage ball sockets may indicate excessive wear.

       Have an assistant rotate the steering wheel back and forth 360 degrees and watch for relative motion of the studs in the steering linkage ball sockets.
    2. Watch for a loose steering gear attachment to the frame.
2. Another method is to raise the front of the vehicle, grasp the tire at the front and rear and watch for excessive play in the joints while trying to pivot the wheels by hand.
3. **NOTE:** Incorrect separation of the tapered stud from its seat will cause premature failure of the ball socket.

   Joints can be checked for excessive wear by measuring the torque it takes to turn the stud.

    1. Separate the tapered stud from its seat and thread the attaching nut back onto the stud.
    2. **NOTE:** Some joint turning torques will be as little as 0.2 Nm (2 lb-in) within the first 1,000 miles and will remain there for the life of the joint.

Turn the stud with an inch-pound torque wrench and note the torque required to turn the stud.

Torque Required to Turn Stud in Socket	Nm	Lb-In
New joints	2.0-5.0	18-47
Used joints	0.2-3.0	2-26
Joints with excessive play	Less than 0.2	Less than 0.2

3. **NOTE:** Some joint turning torques will be as little as 0.2 Nm (2 lb-in) within the first 1,000 miles and will remain there for the life of the joint.

   Install new ball joints as necessary. For additional information, refer to Section 204-00 .

Pump Flow and Pressure Test

⚠ **WARNING: Do not touch the flowmeter during the test procedure or severe burns and serious injury can occur.**

1. ⚠ **CAUTION: Make sure that the connection point will not interfere with any of the engine accessory drive components or drive belts.**

   Install the Power Steering Analyzer at the high pressure port of the power steering pump. Make sure the power steering analyzer gate valve is fully open.

   - On some vehicles, the power steering pump high pressure port is inaccessible, and therefore, the Power Steering Analyzer should be installed either at the steering gear or at a point in the high pressure line between the power steering pump and the steering gear.

2. Place a Dial Thermometer in the power steering pump reservoir.

3. Check the power steering fluid level. If necessary, add power steering fluid.
   - Use Motorcraft MERCON® Multi-Purpose (ATF) Transmission Fluid XT-2-QDX or equivalent meeting Ford specification MERCON®.

4. Install the digital tachometer.

5. ⚠ **CAUTION: Do not hold the steering wheel against the stops for more than three to five seconds at a time. Damage to the power steering pump will occur.**

   Start the engine. Place the transmission in N (neutral). Set the parking brake. Raise the power steering fluid temperature to 74-80°C (165-175°F) by rotating the steering wheel fully to the left and right several times.

6. Set the engine speed to idle. Record the flow rate and pressure readings.
   - If the flow rate is below the idle flow rate specification, the power steering pump may require repair. Continue with the test procedure.
   - If the pressure reading is above the idle pressure specification, then check the power steering hoses for kinks and restrictions.

7. Partially close the gate valve to obtain 5,102 kPa (725 psi). Record the flow rate.
   - If the flow rate is less than the specified flow rate, install a new power steering pump.

8. ⚠ **CAUTION: Do not allow the gate valve to remain closed for more than five seconds.**

   Completely close and partially open the gate valve three times. Record the pressure relief valve actuation pressure reading.

   - If the pressure does not meet the relief pressure specification, install a new power steering pump.

9. Set the engine speed to 1,500 rpm. Record the flow rate.
   - If the flow rate varies more than 3.785 liters/minute (1 gallon/minute) from the initial flow rate reading, install a new power steering pump.

10. ⚠ **CAUTION: Do not hold the steering wheel against the stops for more than three to five seconds at a time. Damage to the power steering pump can occur.**

    Set the engine speed at idle. Turn (or have an assistant turn) the steering wheel to the left and right stops. Record flow rate and pressure readings at the stops.

    - The pressure reading at both stops should be nearly the same as the maximum pump relief pressure.
    - The flow rate should drop below 1.9 liters/minute (0.5 gallon/minute).
    - If the pressure does not reach the maximum pump relief pressure or the flow rate does not drop below the specified value, excessive internal leakage is occurring. Repair or install a new steering gear as necessary. For additional information, refer to Steering Gear in this section.

11. Turn (or have an assistant turn) the steering wheel slightly in both directions and release it quickly while watching the pressure gauge.
    - The pressure reading should move from the normal backpressure reading and snap back as the steering wheel is released.
    - If the pressure returns slowly or sticks, the rotary valve in the steering column is binding. Check the steering column and linkage before repairing the steering gear.

Turning Effort Test

NOTE: Make sure front wheels are correctly aligned and tire pressure is correct before checking turning effort.

1. Park the vehicle on dry concrete and set the parking brake.

2. Insert a thermometer into the power steering fluid reservoir.

⚠ **CAUTION: Do not hold the steering wheel against the stops for more than three to five seconds at a time. Damage to the power steering pump can occur.**

3. Idle the engine for two to three minutes. Turn the steering wheel to the left and right several times to warm the fluid to 43-49°C (110-120°F).

4. With the engine running, attach a suitable spring tension gauge to the rim of the steering wheel. Measure pull required to turn one complete revolution in each direction. Refer to Specifications for Static Steering Wheel Turning Efforts for the acceptable measurements.

Steering Gear Insulator

1. With the wheel normally loaded (on the ground), check the steering gear housing for excessive lateral movement.
    - If the steering gear housing moves more than 1.5 mm (0.05 in), the steering gear insulators may have deteriorated or the steering gear mounting nuts may have loosened. INSTALL new steering gear mounting nuts and tighten to specification.
    - If the steering gear housing movement is still excessive after tightening the gear mounting nuts, install new steering gear insulators.

Steering Gear Valve

NOTE: The following check applies to with a steering pull.

1. With the vehicle in motion, place the transmission in N (neutral) and turn the engine OFF.
    - If the vehicle does not pull with the engine OFF, REPAIR or INSTALL a new steering gear. For additional information, refer to Steering Gear in this section.
    - If the vehicle pull direction does not change, CHECK the front suspension components and wheel alignment. For additional information, refer to Section 204-00 .

Tie-Rod Articulation Torque

1. **NOTE:** This check can be done with the steering gear on or off the vehicle.

   Disconnect the tie-rod end from the front wheel knuckle. For additional information, refer to Steering Gear in this section.

2. Move the spindle tie-rod back and forth three times.

3. Hook the Spring Scale over the tie-rod end or the threaded portion of the tie-rod and measure the force required to move the spindle tie-rod. For additional information, refer to Tie-Rod Articulation Torque in Specifications in this section.

4. If the force required to move the tie-rod does not meet the specifications, install a new tie-rod.

Steering Column Switches

Printable View (89 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent diagnostic tool
ST1137-A	73 III Automotive Meter or equivalent 105-R0057
ST2574-A	Flex Probe Kit 105-R025B

Refer to Wiring Diagrams Cell 13 for schematic and connector information.

Refer to Wiring Diagrams Cell 90 for schematic and connector information.

Refer to Wiring Diagrams Cell 81 for schematic and connector information.

Refer to Wiring Diagrams Cell 128 for schematic and connector information.

Inspection and Verification

1. Verify the customer's concern by operating the ignition switch and the multifunction switch on the steering column.

2. Visually inspect for obvious signs of mechanical and electrical damage; refer to the following chart:

Visual Inspection Chart

Mechanical	Electrical
• Multifunction switch • Ignition key • Ignition switch • Tilt/telescope switch	• Circuit • Rear battery junction box (RBJB) Fuse: ♦ 22 (20A) • Battery junction box (BJB) Fuse: ♦ 4 (5A) ♦ 13 (5A) ♦ 17 (5A)

NOTE: For multifunction switch concerns, refer to one of the following sections:

- Exterior Lighting, Section 417-01 .
- Wipers and Washers, Section 501-00 .

3. If the concern remains after the inspection, connect the diagnostic tool to the data link connector (DLC) located beneath the instrument panel and select the vehicle to be tested from the diagnostic tool menu. If diagnostic tool does not communicate with the vehicle:
    - check that the program card is correctly installed.
    - check the connections to the vehicle.
    - check the ignition switch position.

4. Carry out the DATA LINK DIAGNOSTIC TEST. If the diagnostic tool responds with:
    - CKT914, CKT915 or CKT70-ALL ECUS NO RESP/NOT EQUIP, refer to Section 418-00 for the front electronic module (FEM).
    - Section 413-00 for the instrument cluster module (ICM).

5. If DTCs are present, refer to Section 418-00 for FEM related DTCs, for ICM related DTCs, refer to Section 413-00 for further diagnostics.

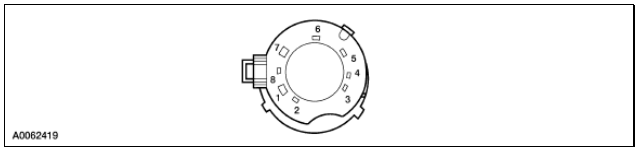
6. If no DTCs are present, GO to Symptom Chart to continue diagnostics.

Symptom Chart

Symptom Chart

Connector Reference and Terminal Readings

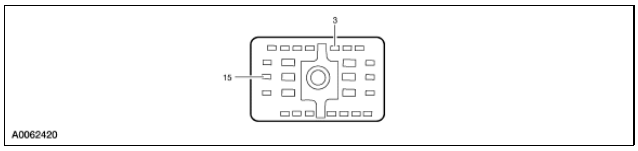
Ignition Switch Connector C250



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 30-BB9 (RD) Ignition switch supply voltage	B+ voltage at all times (not overload protected)
2	CKT 20-DD6 (PK/WH) Ignition RUN voltage	B+ voltage in RUN
3	CKT 50-DD5 (GY/BK) Ignition START voltage	B+ voltage in START (not overload protected)
4	CKT 75-DD1 (YE) Ignition accessory (ACC) and RUN power from ignition switch	B+ voltage with ignition switch in RUN and ACC.
5	CKT 15-DD4 (GN/BK) Ignition START and RUN voltage	B+ voltage with ignition switch in Start and RUN.
6	CKT 20-DD7 (PK/YE) Ignition RUN voltage	

		B+ voltage with ignition switch in RUN.
7	CKT 30-BB20 (RD) Ignition START, RUN and key-in-switch voltage	B+ voltage at all times.
8	CKT 30-GM7 (RD/WH) Ignition key-in-switch voltage	B+ voltage with key inserted (not overload protected)

Battery Junction Box (BJB) Connector C270a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	CKT 15-DD4 (GN/BK) Ignition START and RUN voltage	B+ voltage with ignition switch in Start and RUN.
15	CKT 75-DD1 (YE) Ignition accessory (ACC) and RUN power from ignition switch	B+ voltage with ignition switch in RUN and ACC.

Pinpoint Tests

Pinpoint Test E: The Ignition Switch Is Inoperative

Normal Operation

The ignition switch receives overload protected battery power from the rear battery junction box (RBJB) fuse 22 (20A) through circuit 30-DA5 (RD/BK). The ignition switch has four possible states:

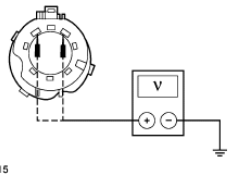
- OFF.
- ACC.
- RUN.
- START.

Possible Causes

- (RBJB) fuse 22 (20A)
- Circuit 30-DA5 (RD/BK), 30-BB20 (RD) or 30-BB9 (RD)
- Ignition switch
- Instrument cluster module (ICM)

PINPOINT TEST E: THE IGNITION SWITCH IS INOPERATIVE

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
E1 CHECK RBJB FUSE 22 (20A)	

• CHECK the RBJB fuse 22 (20A). • **Is the fuse OK?**	**Yes** GO to E2 . **No** INSTALL a new fuse. TEST the system for normal operation.
E2 CHECK IGNITION SWITCH	
• Carry out the Ignition Switch Component Test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the ignition switch OK?**	**Yes** GO to E3 . **No** INSTALL a new ignition switch. For additional information, refer to Steering Column Switches . TEST the system for normal operation.
E3 CHECK CIRCUITS 30-BB20 (RD) AND 30-BB9 (RD)	
• Key in OFF position. • Disconnect: Ignition Switch C250. • Measure the voltage between ignition switch C250-7, circuit 30-BB20 (RD), harness side, and ground; and between ignition switch C250-1, circuit 30-BB9 (RD), harness side, and ground.  A0000315 • **Are the voltages greater than 10 volts?**	**Yes** CHECK the instrument cluster module (ICM) for faults. REFER to Section 413-00 . **No** REPAIR the affected circuit(s). TEST the system for normal operation.

Pinpoint Test F: No Power in ACC

Normal Operation

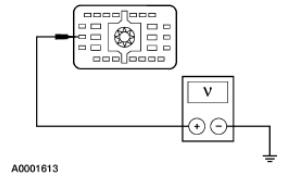
The ignition switch receives overload protected B+ power from the RBJB fuse 22 (20A) through circuit 30-DA5 (RD/BK). The ignition switch has four possible states:

- OFF.
- ACC.
- RUN.
- START.

Possible Causes

- RBJB fuse 22 (20A)
- Circuit 75-DD1 (YE)
- Circuit 30-BB20 (RD)
- BJB fuse 13 (5A)
- Ignition switch
- Instrument cluster module (ICM)

PINPOINT TEST F: NO POWER IN ACC

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
F1 CHECK RBJB FUSE 22 (20A)	
• CHECK the RBJB fuse 22 (20A). • **Is the fuse OK?**	**Yes** GO to F2 . **No** INSTALL a new fuse. TEST the system for normal operation.
F2 CHECK IGNITION SWITCH	
• Carry out the Ignition Switch Component Test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the ignition switch OK?**	**Yes** GO to F3 . **No** INSTALL a new ignition switch. For additional information, refer to Steering Column Switches . TEST the system for normal operation.
F3 CHECK CIRCUIT 30-BB20 (RD)	
• Disconnect: Ignition Switch C250. • Measure the voltage between ignition switch C250-7, circuit 30-BB20 (RD), harness side, and ground. • **Is the voltage greater than 10 volts?**	**Yes** GO to F4 . **No** REPAIR the affected circuits(s). TEST the system for normal operation.
F4 CHECK CIRCUIT 75-DD1 (YE)	
• Key in OFF position. • Disconnect: BJB C270a. • Key in ON position. • Measure the voltage between the BJB C270a-15, circuit 75-DD1 (YE), and ground.  A0001613 • **Is the voltage greater than 10 volts?**	**Yes** GO to F5 . **No** REPAIR the circuit. TEST the system for normal operation.
F5 CHECK BJB FUSE 13 (5A)	
• CHECK the BJB fuse 13 (5A). • **Is the fuse OK?**	**Yes** CHECK the instrument cluster module (ICM) for faults. REFER to Section 413-00 . **No** INSTALL a new fuse. TEST the system for normal operation.

Pinpoint Test G: No Power In START/RUN

Normal Operation

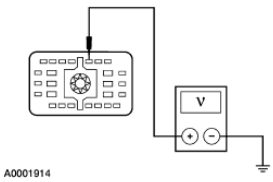
The ignition switch receives overload protected battery power from the BJB fuse 22 (20A) through circuit 30-DA5 (RD/BK). The ignition switch has four possible states:

- OFF.
- ACC.
- RUN.
- START.

Possible Causes

- RBJB fuse 22 (20A)
- Circuit 30-DA5 (RD/BK)
- BJB fuse 17 (5A)
- Ignition switch
- Instrument cluster module (ICM)

PINPOINT TEST G: NO POWER IN START/RUN

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
G1 CHECK IGNITION SWITCH	
• Carry out the Ignition Switch Component Test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the ignition switch OK?**	**Yes** GO to G2 . **No** INSTALL a new ignition switch. For additional information, refer to Steering Column Switches . TEST the system for normal operation.
G2 CHECK CIRCUIT 30-BB20 (RD)	
• Disconnect: Ignition Switch C250. • Measure the voltage between ignition switch C250-7, circuit 30-BB20 (RD), harness side, and ground. • **Is the voltage greater than 10 volts?**	**Yes** GO to G3 . **No** REPAIR the affected circuit(s). TEST the system for normal operation.
G3 CHECK CIRCUIT 15-DD4 (GN/BK)	
• Measure the voltage between the BJB C270a-3, circuit 15-DD4 (GN/BK), and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to G4 . **No** REPAIR the circuit. TEST the system for normal operation.

G4 CHECK BJB FUSE 17 (5A)	
• CHECK the BJB fuse 17 (5A). • **Is the fuse OK?**	**Yes** CHECK the instrument cluster module (ICM) for faults. REFER to Section 413-00 . **No** INSTALL a new fuse. TEST the system for normal operation.

Pinpoint Test H: The Multifunction Switch/Hazard Switch Does Not Operate Correctly

Normal Operation

The multifunction/hazard switch controls the following components:

- Turn signals
- High/Low beam/flash-to-pass headlamps
- Wiper/washers
- Hazard lamps

Possible Causes
- Multifunction/hazard switch

PINPOINT TEST H: THE MULTIFUNCTION SWITCH/HAZARD SWITCH DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
H1 CHECK TURN SIGNAL LEVER POSITIONS	
NOTE: Prior to testing, make sure the hazard knob is pushed in fully to the OFF position. • Key in ON position. • Check the turn signal lever in the RH and LH turn positions with the steering wheel locked in the straight-ahead position. Lock the lever in position for each. • Check the lever by slightly holding it in the RH and LH turn positions. When releasing, observe that the lever springs back to normal position. • Road test the vehicle and observe the turn signals for the RH and LH turn positions while manually turning the steering wheel for each position. Verify the lever cancels when the steering returns from the desired turn position. • **Does the turn signal lever operate correctly?**	**Yes** GO to H2 . **No** If the lever will not cancel, CHECK the turn indicator cancel cam for damage. If the lever is worn or damaged, INSTALL a new multifunction switch. REFER to Steering Column Switches . TEST the system for normal operation.
H2 CHECK HAZARD SWITCH	
• Fully press the hazard switch and release to turn ON the hazard lamps. Verify the switch	**Yes** GO to H3 .

operation. • Fully press the hazard switch and release to turn OFF the hazard lamps. Verify the switch operation. • **Does the hazard switch operate correctly?**	**No** If the hazard switch is worn or damaged, INSTALL a new multifunction switch. REFER to Steering Column Switches . TEST the system for normal operation.
H3 CHECK HIGH BEAM AND FLASH-TO-PASS	
• Turn the headlamps ON. • Move the turn signal lever toward the instrument panel to the STOP position. Release the lever. Verify the high beams. • Move the lever back toward the seat. Release the lever. Verify the low beams. • Pull the lever toward the driver seat gently to the flash-to-pass position. Hold the position, and verify both the high and low beams illuminate. • Release the lever. Verify the low beams. • Turn the headlamps OFF. • Pull the lever to the flash-to-pass again and hold. Verify the high beams illuminate. Release the lever. Verify no high beams. • **Does the high beam, low beam and flash-to-pass operate?**	**Yes** GO to H4 . **No** If the lever is worn or damaged, INSTALL a new multifunction switch. REFER to Steering Column Switches . TEST the system for normal operation.
H4 CHECK WINDSHIELD WIPER AND WASH	
• Rotate the windshield wiper switch to LOW, HIGH and intermittent positions. Verify the rotation of the switch and wiper operation. • Turn the switch to the OFF position. Verify that the switch rotates to OFF and the wipers stop operating. • Push the end of the switch in toward the center of the steering column to the WASH position. Release the wash position. Verify the wipers operate for a few cycles and return to OFF. • Operate WASH in all speeds of the wiper switch. Verify the wipers return to selected speed after releasing from the WASH position. • **Does the windshield wiper switch and WASH operate correctly?**	**Yes** CHECK the tilt/telescope switch. REFER to Steering Column in this section. **No** If the switch or lever is worn or damaged, INSTALL a new wiper switch; REFER to Section 501-00 .

Component Test

Ignition Switch Mechanical Check

Test the mechanical operation of the ignition switch by rotating the lock cylinder through all switch positions. The movement should not stick or bind and should return from the START position back to the ON position without assistance (spring return). If sticking or binding is encountered, check for the following:

- burrs on the lock cylinder key.
- insufficient lube on the lock cylinder.
- excessive rubbing of the actuator against the transmission shift socket.
- binding lock cylinder.
- shroud rubbing against the lock cylinder.
- burrs or foreign material around the rack and pinion actuator in the lock cylinder housing.
- ⚠ **CAUTION: Do not apply lubricant to the inside of the ignition switch.**

  insufficient lube on the actuator.
- binding ignition switch.

Ignition Switch

Refer to Wiring Diagrams Cell 149 for schematic and connector information.

Multifunction Switch

Refer to Wiring Diagrams Cell 149 for schematic and connector information.

Steering Column Printable View (179 KB)

Refer to Wiring Diagrams Cell 128 for schematic and connector information.

Special Tool(s)

ST1137-A	77 III Automotive Meter 105-R0056 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent scan tool
ST2574-A	Flex Probe Kit 105-R025B

Inspection and Verification

1. Verify the customer's concern by operating the tilt/telescope switch to duplicate the condition.
2. Visually inspect for obvious signs of mechanical and electrical damage; refer to the following chart:

   Visual Inspection Chart

Mechanical	Electrical
• Steering column	• Battery junction box (BJB) fuse 19 (15A) • Tilt/telescope switch • Circuitry • Electrical connectors

3. If inspection reveals obvious concern(s) that can be readily identified, repair as required.
4. If the concern remains after the inspection, connect scan tool to the data link connector (DLC) located beneath the instrument panel to carry out DATA LINK DIAGNOSTIC TEST. Refer to Section 418-00 . If the DATA LINK DIAGNOSTIC TEST is passed for the instrument cluster module (ICM), retrieve the continuous diagnostic trouble codes (DTCs).
5. If diagnostic trouble codes (DTCs) are retrieved, go to the Instrument Cluster Module (ICM) Diagnostic Trouble Code (DTC) Index to continue diagnostics.
6. If the self test is passed and no diagnostic trouble codes (DTCs) are retrieved, GO to Symptom Chart to continue diagnostics.

7. If the ICM cannot be accessed by the scan tool, refer to the instrument cluster diagnostics for further instructions. Refer to Section 413-00 .

Instrument Cluster Module (ICM) Diagnostic Trouble Code (DTC) Index

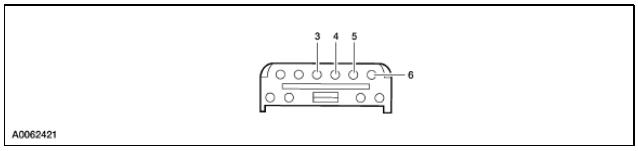
DTC	Description	Source	Action
B1342	ECU is Defective	ICM	CLEAR the DTC. REPEAT the self-test. If other DTCs are retrieved, repair those and REPEAT the self-test. If DTC B1342 is retrieved again, INSTALL a new instrument cluster. For additional information, REFER to Section 413-00 .
B2328	Steering Column Reach (Telescopic) Feedback Potentiometer Circuit Failure	ICM	Go To Pinpoint Test I .
B2332	Steering Column Tilt Feedback Potentiometer Circuit Failure	ICM	Go To Pinpoint Test J .
B2351	Steering Column Switch Signal Circuit Failure	ICM	Go To Pinpoint Test K .

Symptom Chart

Symptom Chart

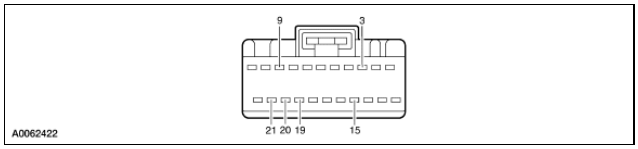
Connector Reference and Terminal Readings

Retractor Box C218a



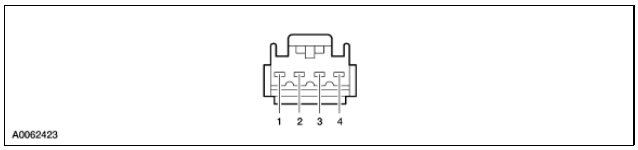
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	CKT 9-AL17 (BN/WH) Tilt and telescope motor potentiometer input from ICM	Five volt reference with ignition in ACC and RUN position
4	CKT 7-AL17 (YE/VT) Tilt and Telescope motor potentiometer signal ground from ICM	Zero volts, less than 5 ohms resistance to chassis ground.
5	CKT 8-AL17 (WH/VT) Tilt motor potentiometer signal	Voltage varies with tilt motor position
6	CKT 8-AL16 (WH/BK) Telescope motor potentiometer signal	Voltage varies with telescope motor position

Instrument Cluster Module (ICM) C220c



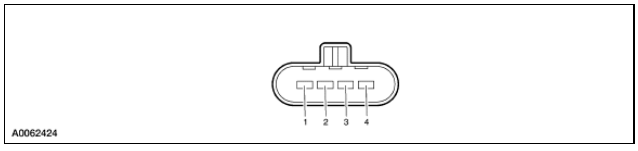
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	CKT 9-AL10 (BN) Tilt/telescope switch input signal from ICM	Voltage varies with switch actuation, zero volts with switch in neutral position
9	CKT 9-AL17 (BN/WH) Tilt and telescope motor potentiometer input from ICM	Five volt reference with ignition in ACC and RUN position
15	CKT 8-AL10 (WH) Tilt/telescope switch input signal to ICM	Five volt reference with ignition in ACC and RUN position
19	CKT 7-AL17 (YE/VT) Tilt and Telescope motor potentiometer signal ground from ICM	Zero volts, less than 5 ohms resistance to chassis ground.
20	CKT 8-AL17 (WH/VT) Tilt motor potentiometer signal	Voltage varies with tilt motor position
21	CKT 8-AL16 (WH/BK) Telescope motor potentiometer signal	Voltage varies with telescope motor position

Steering Column Potentiometer C222



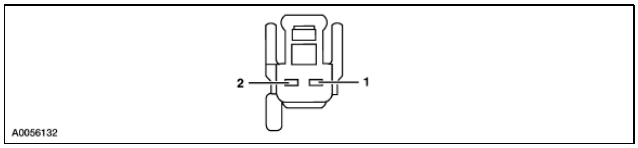
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-AL16 (WH/BK) Telescope motor potentiometer signal	Voltage varies with telescope motor position
2	CKT 7-AL17 (YE/VT) Tilt and Telescope motor potentiometer signal ground from ICM	Zero volts, less than 5 ohms resistance to chassis ground.
3	CKT 8-AL17 (WH/VT) Tilt motor potentiometer signal	Voltage varies with tilt motor position
4	CKT 9-AL17 (BN/WH) Tilt and telescope motor potentiometer input from ICM	Five volt reference with ignition in ACC and RUN position

Tilt/Telescope Motor C227



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-AL6 (YE/BU) Tilt motor power	Ten to twelve volts upon tilt/telescope switch actuation or memory position recall with ignition in ACC and RUN.
2	CKT 32-AL6 (WH/BU) Tilt motor ground	Zero volts, less than 5 ohms to chassis ground
3	CKT 35-AL7 (VT/BK) Telescope motor ground	Zero volts, less than 5 ohms to chassis ground
4	CKT 34-AL7 (BU/BK) Telescope motor power	Ten to twelve volts upon tilt/telescope switch actuation or memory position recall with ignition in ACC and RUN.

Tilt/Telescope Switch C2250



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-AL10 (WH) Tilt/telescope switch input signal to ICM	Five volt reference with ignition in ACC and RUN position
2	CKT 9-AL10 (BN) Tilt/telescope switch input signal from ICM	Voltage varies with switch actuation, zero volts with switch in neutral position

Pinpoint Tests

Pinpoint Test I: DTC B2328: Steering Column Reach (Telescopic) Feedback Potentiometer Circuit Failure

Normal Operation

The steering column telescopic motor receives information from the potentiometer when a memory position is requested. The potentiometer sends the telescopic motor position information to the instrument cluster module (ICM) where it is stored and is used when several adjustable features are requested. The potentiometer sends the steering column telescopic position to the ICM through circuit 8-AL16 (WH/BK).

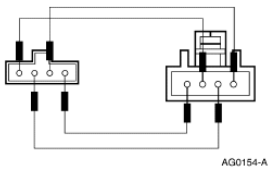
Possible Causes

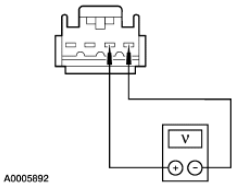
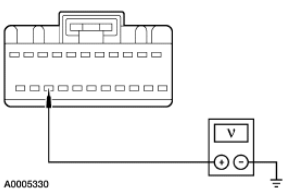
- Circuit 8-AL16 (WH/BK)
- Telescopic motor potentiometer
- Steering column mechanical component
- ICM

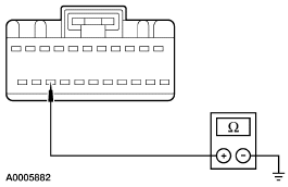
PINPOINT TEST I: DTC B2328 STEERING COLUMN REACH (TELESCOPIC) FEEDBACK POTENTIOMETER CIRCUIT FAILURE

Test Step	Result / Action to Take

⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.

I1 CHECK CONTINUOUS DTCs	
• Enter the following diagnostic mode on the diagnostic tool: ICM Continuous DTCs . • **Is DTC B2328 present?**	**Yes** GO to I7 . **No** GO to I2 .
I2 CHECK FOR MECHANICAL FAULTS	
• Disconnect and reconnect the battery. • Enter the following diagnostic mode on the diagnostic tool: ICM Clear DTCs. • Actuate the steering column to the full IN position. • Actuate the steering column to the full OUT position. • Enter the following diagnostic mode on the diagnostic tool: ICM Self-Test. • **Is DTC B2328 present?**	**Yes** GO to I3 . **No** The system was deactivated due to ICM registering an excessive number of motion faults. NOTIFY the owner that concern has been corrected.
I3 CHECK STEERING COLUMN BEARINGS	
• Remove the steering column shrouds. • Check the steering column bearings to make sure that they are fully seated back against the stops. • **Are the steering column bearings correctly seated back against the stops?**	**Yes** GO to I4 . **No** INSTALL a new steering column. For additional information, refer to Steering Column in this section. CLEAR the DTCs. REPEAT the self-test.
I4 ISOLATE THE POTENTIOMETERS	
• Disconnect: Steering Column Potentiometer Assembly C222. • Connect a jumper wire between the steering column potentiometer assembly C222-4, circuit 9-AL17 (BN/WH), harness side and the steering column potentiometer assembly terminal 1.  AG0154-A • Connect a jumper wire between the steering column potentiometer assembly C222-2, circuit 7-AL17 (YE/VT), harness side and the steering column potentiometer assembly terminal 4. • Connect a jumper wire between the steering column potentiometer assembly C222-3, circuit 8-AL17 (WH/VT) and the steering column potentiometer assembly terminal 3.	**Yes** INSTALL a new steering column. For additional information, refer to Steering Column in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to I5 .

• Connect a jumper wire between the steering column potentiometer assembly C222-1, circuit 8-AL16 (WH/BK) and the steering column potentiometer assembly terminal 2. • Enter the following diagnostic mode on the diagnostic tool: ICM Self-Test. • **Is DTC B2328 retrieved?**	
I5 CHECK FOR STEERING COLUMN MOVEMENT	
NOTE: This active command will only power motors for one second. • Enter the following diagnostic mode on the diagnostic tool: Trigger The Tilt Motor UP Command. • Enter the following diagnostic mode on the diagnostic tool: Trigger The Tilt Motor DOWN Command. • **Does the steering column tilt up and down?**	**Yes** GO to I7 . **No** GO to I6 .
I6 ISOLATE THE MOTOR	
• Disconnect: Tilt/Telescope Motor C227. • Connect a voltmeter between the tilt/telescope motor C227-3, circuit 35-AL7 (VT/BK), harness side, and the tilt/telescope motor C227-4, circuit 34-AL7 (BU/BK), harness side.  • Enter the following diagnostic mode on the diagnostic tool: Trigger The Telescope Motor IN Command. • Enter the following diagnostic mode on the diagnostic tool: Trigger The Telescope Motor OUT Command. • Measure the voltage during the active commands. • **Is voltage present for one second after each command is sent?**	**Yes** INSTALL a new telescope motor. For additional information, refer to Steering Column in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to I7 .
I7 CHECK CIRCUIT 8-AL17 (WH/VT) FOR A SHORT TO POWER	
• Disconnect: ICM C220c. • Measure the voltage at ICM C220c-20, circuit 8-AL17 (WH/VT), harness side.  • **Is voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to I8 .

I8 CHECK CIRCUIT 8-AL17 (WH/VT) FOR A SHORT TO GROUND	
• Measure the resistance between the ICM C220c-20, circuit 8-AL17 (WH/VT), harness side and steering column potentiometer.  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to I9 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
I9 CHECK CIRCUIT 8-AL17 (WH/VT) FOR AN OPEN	
• Measure the resistance between the ICM C220c-20, circuit 8-AL17 (WH/VT), harness side and steering column potentiometer C222-3, harness side, circuit 8-AL17 (WH/VT). • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new ICM. For additional information, refer to Section 413-00 . REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test J: DTC B2332: Steering Column Tilt Feedback Potentiometer Circuit Failure

Normal Operation

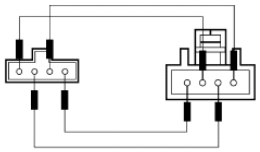
The steering column tilt motor receives information from the potentiometer when a memory position is requested. The potentiometer sends the tilt motor position information to the instrument cluster module (ICM) where it is stored and is used when several adjustable features are requested. The potentiometer sends the steering column tilt position to the ICM through circuit 8-AL17 (WH/VT), and circuit 33-AL6 (YE/BU) powers the tilt motor.

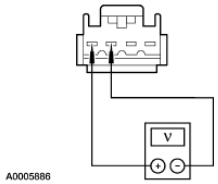
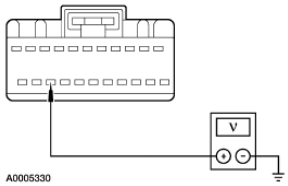
Possible Causes

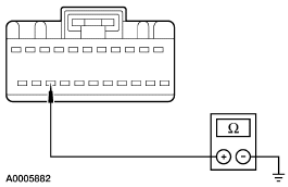
- Circuit 8-AL17 (WH/VT)
- Tilt motor potentiometer
- Steering column mechanical component
- ICM

PINPOINT TEST J: DTC B2332 STEERING COLUMN TILT FEEDBACK POTENTIOMETER CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
J1 CHECK CONTINUOUS DTCs	
• Enter the following diagnostic mode on the diagnostic tool: ICM Continuous DTCs . • **Is DTC B2332 present?**	**Yes** GO to J7 . **No** GO to J2 .

J2 CHECK FOR MECHANICAL FAULTS	
• Disconnect and reconnect the battery. • Enter the following diagnostic mode on the diagnostic tool: ICM Clear DTCs. • Actuate the steering column to the full in position. • Actuate the steering column to the full out position. • Enter the following diagnostic mode on the diagnostic tool: ICM Self-Test. • **Is DTC B2332 present?**	**Yes** GO to J3 . **No** System was deactivated due to ICM registering an excessive number of motion faults. NOTIFY the owner that concern has been corrected.
J3 CHECK STEERING COLUMN BEARINGS	
• Remove the steering column shrouds. • Check the steering column bearings to make sure that they are fully seated back against the stops. • **Are the steering column bearings correctly seated back against the stops?**	**Yes** GO to J4 . **No** INSTALL a new steering column. For additional information, refer to Steering Column in this section. CLEAR the DTCs. REPEAT the self-test.
J4 ISOLATE THE POTENTIOMETERS	
• Disconnect: Steering Column Potentiometer Assembly B222. • Connect a jumper wire between the steering column potentiometer assembly B222-4, circuit 9-AL17 (BN/WH), harness side and the steering column potentiometer assembly terminal 1.  AG0154-A • Connect a jumper wire between the steering column potentiometer assembly B222-2, circuit 7-AL17 (YE/VT), harness side and the steering column potentiometer assembly terminal 4. • Connect a jumper wire between the steering column potentiometer assembly B222-3, circuit 8-AL17 (WH/VT) and the steering column potentiometer assembly terminal 3. • Connect a jumper wire between the steering column potentiometer assembly B222-1, circuit 8-AL16 (WH/BK) and the steering column potentiometer assembly terminal 2. • Enter the following diagnostic mode on the diagnostic tool: ICM Self-Test. • **Is DTC B2332 retrieved?**	**Yes** INSTALL a new steering column. For additional information, refer to Steering Column in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to J5 .
J5 CHECK FOR STEERING COLUMN MOVEMENT	

NOTE: This active command will only power motors for one second. • Enter the following diagnostic mode on the diagnostic tool: Trigger The Tilt Motor UP Command. • Enter the following diagnostic mode on the diagnostic tool: Trigger The Tilt Motor DOWN Command. • **Does the steering column tilt up and down?**	**Yes** INSTALL a new steering column. For additional information, refer to Steering Column in this section. Clear the DTC. REPEAT the self-test. **No** GO to J6 .
J6 ISOLATE THE MOTOR	
• Disconnect: Tilt/Telescope Motor C227. • Connect a voltmeter between the tilt/telescope motor C227-2, circuit 32-AL6 (WH/BU), harness side, and the tilt/telescope motor C227-1, circuit 33-AL6 (YE/BU), harness side.  A0005886 • Enter the following diagnostic mode on the diagnostic tool: Trigger The Tilt Motor UP Command. • Enter the following diagnostic mode on the diagnostic tool: Trigger The Tilt Motor DOWN Command. • Measure the voltage during the active commands. • **Is voltage present for one second after each command is sent?**	**Yes** INSTALL a new tilt motor. For additional information, refer to Steering Column in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to J7 .
J7 CHECK CIRCUIT 8-AL17 (WH/VT) FOR A SHORT TO POWER	
• Disconnect: ICM B220c. • Measure the voltage at ICM B220c-20, circuit 8-AL17 (WH/VT), harness side.  A0005330 • **Is voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to J8 .
J8 CHECK CIRCUIT 8-AL17 (WH/VT) FOR A SHORT TO GROUND	
• Measure the resistance between the ICM C220c-20, circuit 8-AL17 (WH/VT), harness side and steering column potentiometer	**Yes** GO to J9 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

 A0005882 • **Is the resistance greater than 10,000 ohms?**	
J9 CHECK CIRCUIT 8-AL17 (WH/VT) FOR AN OPEN	
• Measure the resistance between the ICM C220c-20, circuit 8-AL17 (WH/VT), harness side and steering column potentiometer C222-3, harness side, circuit 8-AL17 (WH/VT). • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new ICM. For additional information, refer to Section 413-00 . REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test K: DTC B2351: Steering Column Switch Signal Circuit Failure

Normal Operation

The tilt/telescope switch is hardwired to the ICM. Depending on the direction of the switch (UP/DOWN/IN/OUT) a signal is sent to the ICM to activate the tilt or the telescope motor.

Possible Causes
- Circuit 8-AL10 (WH)
- Circuit 9-AL10 (BN)
- Tilt/telescope switch
- ICM

PINPOINT TEST K: DTC B2351 STEERING COLUMN SWITCH SIGNAL CIRCUIT FAILURE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.**	
K1 CHECK THE STEERING COLUMN POSITION PIDS	

• Monitor the corresponding ICM PIDs while actuating the tilt/telescope switch in the following positions:
  • tilt
  ♦ UP
  ♦ DOWN
  • telescope
  ♦ IN
  ♦ OUT
  • neutral
• **Do the PIDs match with each of the corresponding tilt/telescope switch positions?**
	Yes
	GO to K4 .
	
	No
	GO to K2 .

K2 CHECK THE TILT MOTOR PID	

• Monitor the tilt motor PIDs while actuating the tilt/telescope switch in the tilt UP and tilt DOWN positions. • **Does the tilt PID read UP with the switch in the up position and DOWN with the switch in the down position and OFF with the switch in the neutral position?**	**Yes** GO to K3 . **No** INSTALL a new tilt/telescope switch. CLEAR the DTC. REPEAT the self-test.
K3 CHECK THE STEERING COLUMN TELESCOPE MOTOR PID	
• Actuate the tilt/telescope switch in the telescope IN and telescope OUT positions while monitoring the telescope motor PIDs • **Does the telescope PID read IN with the switch in the IN position and OUT with the switch in the OUT position and OFF with the switch in the neutral position?**	**Yes** REPEAT the self-test. If DTC B2351 is retrieved, INSTALL a new ICM. REFER to Section 413-00 . CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new tilt/telescope switch. CLEAR the DTCs. REPEAT the self-test.
K4 CHECK CIRCUIT 8-AL10 (WH) AND 9-AL10 (BN) FOR A SHORT TO POWER	
• Measure the voltage between tilt/telescope switch C2250-2, circuit 8-AL10 (WH) and ground and tilt/telescope switch C2250-2, circuit 9-AL10 (BN) and ground. • **Is voltage present?**	**Yes** REPAIR the circuit(s). CLEAR the DTCs. REPEAT the self-test. **No** GO to K5 .
K5 CHECK CIRCUIT 8-AL10 (WH) AND 9-AL10 (BN) FOR A SHORT TO GROUND	
• Measure the resistance between tilt/telescope switch C2250-1, circuit 8-AL10 (WH) and ground and tilt/telescope switch C2250-2, circuit 9-AL10 (BN) and ground. • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to K6 . **No** REPAIR the circuit(s). CLEAR the DTCs. REPEAT the self-test.
K6 CHECK CIRCUIT 8-AL10 (WH) AND 9-AL10 (BN) FOR AN OPEN	
• Measure the resistance between tilt/telescope switch C2250-1, circuit 8-AL10 (WH), harness side and ICM C220c-15, circuit 8-AL10 (WH). • Measure the resistance between tilt/telescope switch C2250-2, circuit 9-AL10 (BN) harness side and ICM C2250-3, circuit 9-AL10 (BN). • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new ICM. For additional information, refer to Section 413-00 . REPEAT the self-test. **No** REPAIR the circuit(s). CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test L: The Tilt And Telescopic Adjustments Are Inoperative

Normal Operation

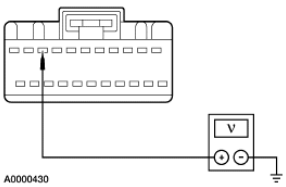
The steering column telescopic motor receives information from the potentiometer when a memory position is requested. The potentiometer sends the telescopic motor position information to the instrument cluster module (ICM) where it is stored and is used when several adjustable features are requested. The potentiometer sends

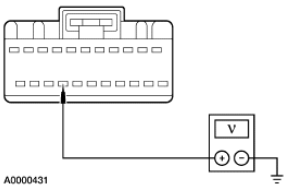
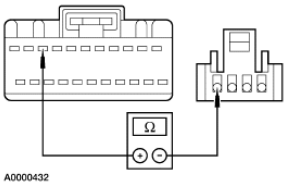
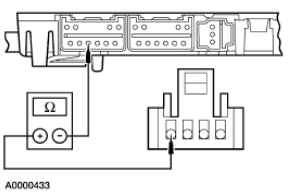
the steering column telescopic position to the ICM through circuit 8-AL16 (WH/BK).

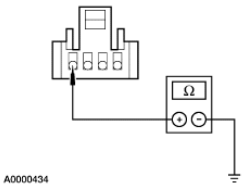
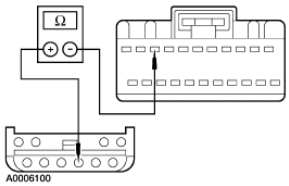
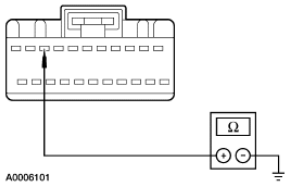
Possible Causes

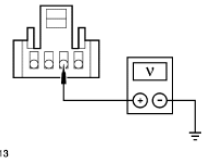
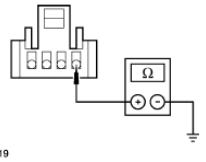
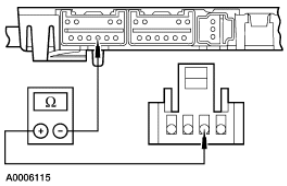
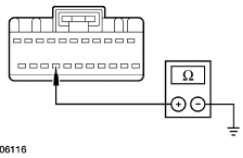
- Circuit:
  - 9-AL17 (BN/WH)
  - 7-AL17 (YE/VT)
- Steering column
- ICM

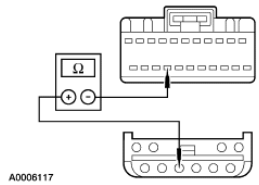
PINPOINT TEST L: THE TILT AND TELESCOPIC ADJUSTMENTS ARE INOPERATIVE

Test Step	Result / Action to Take
⚠ CAUTION: Use the Flex Probe Kit for all test connections to prevent damage to the wiring terminals. Do not use standard multimeter probes.	
L1 CHECK CONTINUOUS DTCs	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve the ICM Continuous DTCs . • **Are DTCs B2328, B2332 or B2351 present?**	**Yes** Go To Pinpoint Test H , Go To Pinpoint Test I or Go To Pinpoint Test J respectively. **No** GO to L2 .
L2 CHECK CIRCUIT 9-AL17 (BN/WH) FOR A SHORT TO POWER	
• Disconnect: ICM Connector C220c. • Key in ON position. • Measure the voltage between ICM C220c-9, circuit 9-AL17 (BN/WH), harness side and ground.  • **Is voltage present?**	**Yes** GO to L3 . **No** GO to L4 .
L3 CHECK CIRCUIT 7-AL17 (YE/VT) FOR A SHORT TO POWER	
• Key in OFF position. • Disconnect: Steering Column Potentiometer Assembly C222. • Key in ON position. • Measure the voltage at the ICM C220c-19, circuit 7-AL17 (YE/VT), harness side.	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to L4 .

 A0000431 • **Is voltage present?**	
L4 CHECK CIRCUIT 9-AL17 (BN/WH) FOR AN OPEN	
• Disconnect: Steering Column Potentiometer Assembly C222. • Measure the resistance between the ICM C220c-9, circuit 9-AL17 (BN/WH), harness side and the steering column potentiometer assembly C222-1, circuit 9-AL17 (BN/WH), harness side.  A0000432 • **Is the resistance less than 5 ohms?**	**Yes** GO to L5 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
L5 CHECK THE STEERING COLUMN POSITION SENSOR SIGNAL	
• **NOTE:** The proceeding active commands will only power the motors for one second. • Monitor the telescope and tilt position PIDs and trigger the tilt UP, tilt DOWN, telescope IN and telescope OUT commands, one at a time. • **Do the PIDs match when the corresponding motors are triggered?**	**Yes** INSPECT the steering column potentiometer assembly connection and the steering column connectors for looseness. CLEAR the DTCs. REPEAT the self-test. **No** GO to L6 .
L6 CHECK CIRCUIT 9-AL17 (BN/WH) FOR AN OPEN	
• Disconnect: Retractor Box C218a. • Measure the resistance between the steering column potentiometer assembly C222-1, circuit 9-AL17 (BN/WH), harness side and retractor box C218a-3, circuit 9-AL17 (BN/WH).  A0000433 • **Is the resistance less than 5 ohms?**	**Yes** GO to L7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
L7 CHECK CIRCUIT 9-AL17 (BN/WH) FOR A SHORT TO GROUND	

• Measure the resistance between the steering column potentiometer assembly C222-1, circuit 9-AL17 (BN/WH), harness side and ground.  A0000434 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to L8 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
L8 CHECK CIRCUIT 9-AL17 (BN/WH) FOR AN OPEN	
• Connect: Steering Column Potentiometer Assembly C222. • Measure the resistance between the retractor box C218a-3, circuit 9-AL17 (BN/WH), harness side and the ICM C220c-9, circuit 9-AL17 (BN/WH), harness side.  A0006100 • **Is the resistance less than 5 ohms?**	**Yes** GO to L9 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
L9 CHECK CIRCUIT 9-AL17 (BN/WH) FOR A SHORT TO GROUND	
• Measure the resistance between the ICM C220c-9, circuit 9-AL17 (BN/WH), harness side and ground.  A0006101 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to L10 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
L10 ISOLATE THE POTENTIOMETERS	
• Disconnect: Steering Column Potentiometer Assembly C222. • Enter the following diagnostic mode on the diagnostic tool: Trigger The Telescope IN Command. • Measure the voltage at steering column potentiometer assembly C222-2, circuit 7-AL17 (YE/VT), harness side during the active command.	**Yes** INSTALL a new steering column. For additional information, refer to Steering Column in this section. CLEAR the DTCs. REPEAT the self-test. **No** GO to L11 .

 A0006113 • **Is the voltage greater than 10 volts?**	
L11 CHECK CIRCUIT 7-AL17 (YE/VT) FOR A SHORT TO GROUND	
• Measure the resistance between steering column potentiometer assembly C222-2, circuit 7-AL17 (YE/VT), harness side and ground.  A0006119 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to L12 .
L12 CHECK CIRCUIT 7-AL17 (YE/VT) FOR AN OPEN	
• Measure the resistance between steering column potentiometer assembly C222-2, circuit 7-AL17 (YE/VT), harness side and retractor box C218a-4, circuit 7-AL17 (YE/VT).  A0006115 • **Is the resistance less than 5 ohms?**	**Yes** GO to L13 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
L13 CHECK CIRCUIT 7-AL17 (YE/VT) FOR A SHORT TO GROUND	
• Measure the resistance between ICM C220c-19, circuit 7-AL17 (YE/VT), harness side and ground.  A0006116 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to L14 .
L14 CHECK CIRCUIT 7-AL17 (YE/VT) FOR AN OPEN	

• Measure the resistance between ICM C220c-19, circuit 7-AL17 (YE/VT), harness side and retractor box C218a-4, circuit 7-AL17 (YE/VT), harness side.  A0006117 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new ICM. For additional information, refer to Section 413-00 . REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

Power Steering System Flushing

Printable View (61 KB)

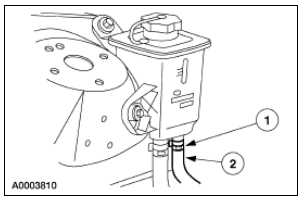
Material

Item	Specification
Motorcraft MERCON® Multi-Purpose (ATF) Transmission Fluid XT-2-QDX	MERCON®

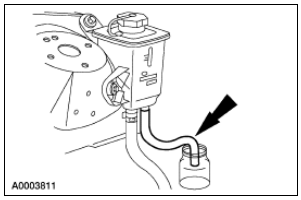
⚠ WARNING: Do not mix fluid types. Any mixture of an unapproved fluid could lead to seal deterioration and leaks. A leak could ultimately cause loss of fluid, which could result in a loss of power steering assist.

1. Remove the coil on plug (COP) Fuse 12 in the underhood auxiliary junction box (AJB) to disable the engine from starting.

2. Disconnect the power steering return hose.
    1. Compress and move the hose clamp.
    2. Disconnect the power steering return hose and plug the fitting to the reservoir.

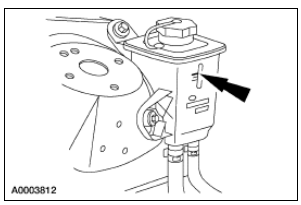


3. Attach an extension hose between the power steering reservoir port and an empty container.



4. **⚠ WARNING: Do not mix fluid types. Any mixture of an unapproved fluid could lead to seal deterioration and leaks. A leak could ultimately cause loss of fluid, which could result in a loss of power steering assist.**

   Fill the power steering fluid reservoir.



5. Raise the front wheels off the ground. For additional information, refer to Section 100-00 .

6. ⚠ **CAUTION: Do not operate the starter motor for more than 10 seconds at a time. Damage to the starter motor could result.**

   Turn the steering wheel from stop to stop while cranking the engine until the fluid exiting the extension hose is clean.

7. Lower the vehicle.

8. Disconnect the extension hose from the power steering return hose and attach the power steering return hose to the power steering fluid reservoir.

9. ⚠ **WARNING: Do not mix fluid types. Any mixture of an unapproved fluid could lead to seal deterioration and leaks. A leak could ultimately cause loss of fluid, which could result in a loss of power steering assist.**

   ⚠ **CAUTION: Do not overfill the power steering fluid reservoir.**

   Fill the power steering fluid reservoir.

10. Install the COP fuse.

11. ⚠ **CAUTION: Do not hold the steering wheel against the stops for more than three to five seconds at a time. Damage to the power steering pump will occur.**

    Start the engine and turn the steering wheel from stop to stop.

12. **NOTE:** If power steering is noisy and accompanied by evidence of aerated fluid, it will be necessary to purge the power steering system. Refer to Power Steering System Purging .

    Check the power steering fluid level.

Power Steering System Purging

Printable View (49 KB)

Special Tool(s)

ST1176-A	Vacuum Pump Kit 416-D002 (D93L-7559-A) or equivalent

Material

Item	Specification
Motorcraft MERCON® Multi-Purpose (ATF) Transmission Fluid XT-2-QDX	MERCON®

⚠ WARNING: Do not mix fluid types. Any mixture of an unapproved fluid could lead to seal deterioration and leaks. A leak could ultimately cause loss of fluid, which could result in a loss of power steering assist.

⚠ CAUTION: If the air is not purged from the power steering system correctly, pump failure could result. This condition can occur on pre-delivery vehicles with evidence of aerated fluid or on vehicles that had steering component repairs.

NOTE: A whine heard from the power steering pump may be caused by air in the system. The power steering purge procedure must be carried out prior to any component repair for which power steering noise complaints are accompanied by evidence of aerated fluid and after installation of any new power steering system components.

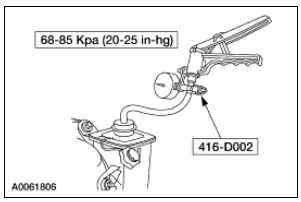
1. **⚠ CAUTION: Do not overfill the power steering fluid reservoir.**

   Remove the fluid reservoir cap and check the fluid.

   - Using the special tool, tightly insert the stopper into the fluid reservoir.

2. Raise the front wheels off the floor. For additional information, refer to Section 100-00 .

3. Using the special tool, apply and maintain maximum vacuum.

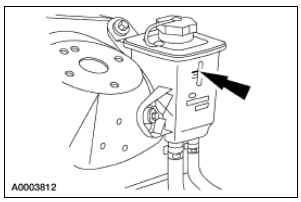


4. Cycle the steering wheel fully to the left and right ten times.

5. Release the vacuum and remove the special tool.

6. **⚠ CAUTION: Do not overfill the reservoir.**

Fill the reservoir.



7. Start the engine.
8. Using the special tool, apply and maintain maximum vacuum.
9. ⚠ **CAUTION: Do not hold the steering wheel against the stops for more than three to five seconds at a time. Damage to the power steering pump can occur.**

   Cycle the steering wheel fully to the left and right ten times.
10. Remove the special tool and install the fluid reservoir cap.
11. Lower the vehicle.
12. ⚠ **WARNING: Do not mix fluid types. Any mixture of an unapproved fluid could lead to seal deterioration and leaks. A leak could ultimately cause loss of fluid, which could result in a loss of power steering assist.**

    Check the fluid level and for leaks at all connections. If the power steering still shows signs of aeration, repeat this procedure.

Power Steering System Filling

Printable View (10 KB)

Material

Item	Specification
Motorcraft MERCON® Multi-Purpose (ATF) Transmission Fluid XT-2-QDX	MERCON®

1. **WARNING: Do not mix fluid types. Any mixture of an unapproved fluid could lead to seal deterioration and leaks. A leak could ultimately cause loss of fluid, which could result in a loss of power steering assist.**

   Fill the power steering reservoir to the appropriate level.

2. Remove the coil on plug (COP) Fuse 12 in the underhood auxiliary junction box (AJB) to disable the engine from starting.

3. Raise the front wheels off the floor. For additional information, refer to Section 100-00 .

4. **CAUTION: Do not operate the starter motor for more than 10 seconds at a time. Damage to the starter motor could result.**

   Turn the steering wheel from stop-to-stop while cranking the engine.

5. Lower the vehicle.

6. **CAUTION: Do not overfill the power steering fluid reservoir.**

   Fill the power steering fluid reservoir to the appropriate level.

7. Install the COP fuse.

8. **NOTE:** If the power steering is noisy and accompanied by evidence of aerated fluid, it will be necessary to purge the power steering system. For additional information, refer to Power Steering System Purging .

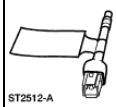
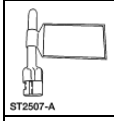
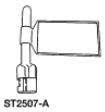
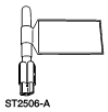
   Clear the diagnostic trouble codes (DTCs). For additional information, refer to Section 2 in the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

   - Run the vehicle and check the system for leaks.

Supplemental Restraint System (SRS) Deactivation and Reactivation

Printable View (636 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (1 Req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 Req'd) 418-133 (014-R1076)
 ST2507-A	Diagnostic Tool, Restraint System (4 Req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 Req'd) 418-F088 (105-R0012)

Deactivation

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: The safety belt pretensioner is a pyrotechnic device. Always wear safety glasses when repairing an air bag equipped vehicle and when handling a safety belt buckle pretensioner or safety belt retractor pretensioner. Never probe a pretensioner electrical connector. Doing so could result in pretensioner or air bag deployment and could result in personal injury.

⚠ WARNING: Vehicle sensor orientation is critical for proper system operation. If a vehicle equipped with an air bag supplemental restraint system (SRS) is involved in a collision, inspect the sensor mounting bracket and wiring pigtail for deformation. Replace and properly position the sensor or any other damaged supplemental restraint system (SRS) components whether or not the air bag is deployed.

⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

NOTE: If a seat equipped with a seat mounted side air bag and/or a safety belt pretensioner (if equipped) system is being serviced, **the air bag system must be deactivated.**

NOTE: Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors.

NOTE: Diagnostics or repairs are not to be carried out on a seat equipped with a seat side air bag with the seat in the vehicle. Prior to attempting to diagnose or repair a seat concern when equipped with a seat side air bag, the seat must be removed from the vehicle and the restraint system diagnostic tools must be installed in the seat side air bag electrical connectors. **The restraint system diagnostic tools must be removed prior to operating the vehicle over the road.**

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: After diagnosing or repairing a seat system, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

All vehicles

1. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

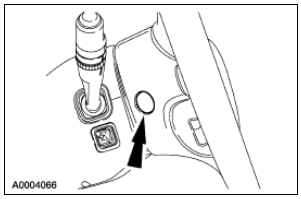
   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

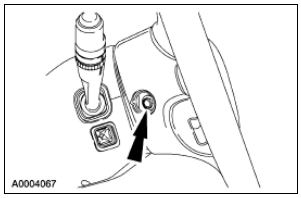
   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

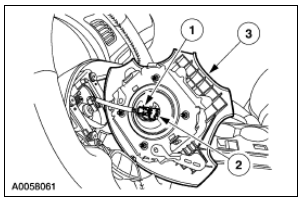
2. Remove the two steering wheel plugs (one shown).



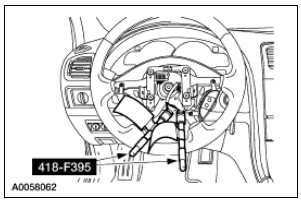
3. Remove the two driver air bag module bolts (one shown).



4. Disconnect and remove the driver air bag module.
    1. Squeeze the tabs and disconnect the driver air bag module electrical connector.
    2. Squeeze the tabs and disconnect the driver air bag module electrical connector.
    3. Remove the driver air bag module.



5. Attach the restraint system diagnostic tools to the clockspring electrical connectors at the top of the steering column.

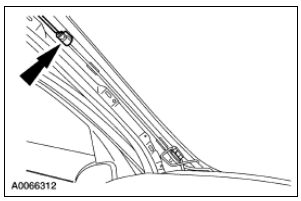


Vehicles with side air curtains

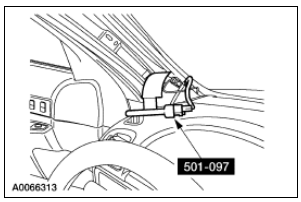
NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

6. Remove the A-pillar trim panel. For additional information, refer to Section 501-01 .

7. Disconnect the driver side air curtain module electrical connector.



8. Attach the restraint system diagnostic tool to the vehicle harness side of the driver side air curtain module electrical connector.



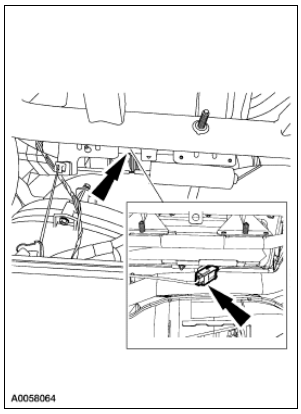
All vehicles

9. Remove the glove compartment. For additional information, refer to Section 501-01 .

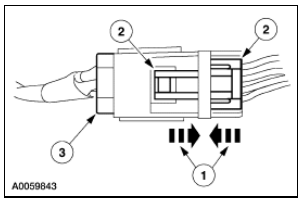
10. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

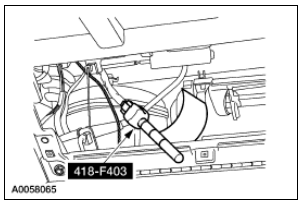
    Locate the passenger air bag module electrical connector.



11. Disconnect the passenger air bag module.
    1. Push the passenger air bag module electrical connector together.
    2. Push down, pivoting the electrical connector and release the electrical connector retainer.
    3. Pull out, disconnecting the vehicle harness end of the connector from the component end.



12. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger air bag module electrical connector.

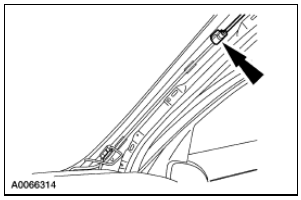


Vehicles with side air curtains

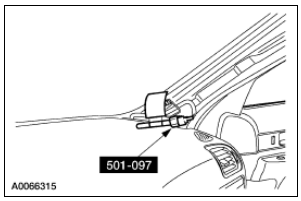
NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

13. Remove the A-pillar trim panel. For additional information, refer to Section 501-01

14. Disconnect the passenger side air curtain module electrical connector.



15. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger side air curtain module electrical connector.



All vehicles

16. Connect the battery ground cable. For additional information, refer to Section 414-00 .

17. Move and tilt the front seats to their highest and most forward position.

18. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

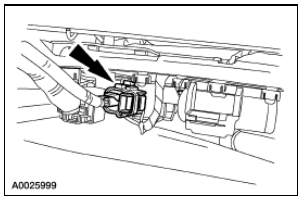
    The first row side impact sensors are located at or near the base of the B-pillars.

    The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

    To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

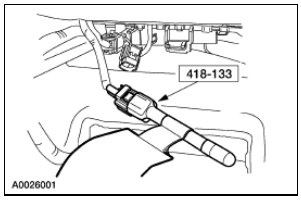
    Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

19. From under the passenger seat, release the tab and disconnect the passenger seat side air bag or passenger seat side thorax air bag electrical connector.



Vehicles without side air curtains

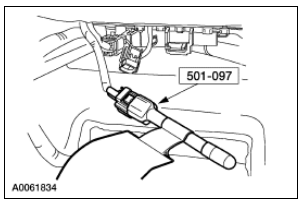
20. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger seat side air bag electrical connector.



Vehicles with side air curtains

NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

21. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger seat side thorax air bag electrical connector.

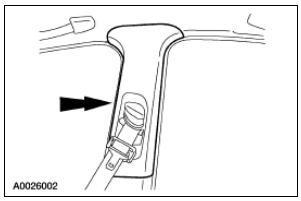


All vehicles

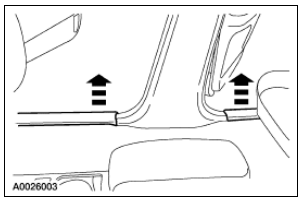
22. Remove the passenger side B-pillar weatherstripping.

23. Position the passenger side safety belt shoulder height adjuster to its highest point.

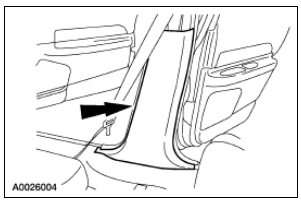
24. Detach the passenger side B-pillar trim panel.



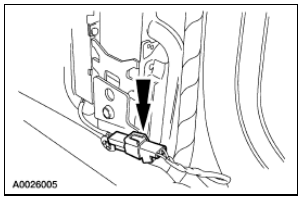
25. Remove the passenger side front and rear door scuff plates.



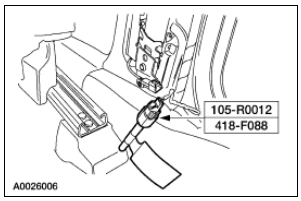
26. Remove the passenger side B-pillar lower trim panel.



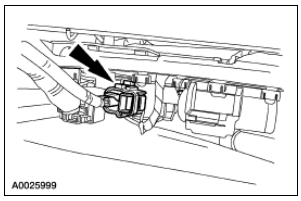
27. Disconnect the passenger side safety belt retractor pretensioner electrical connector.



28. Attach the restraint system diagnostic tool to the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.

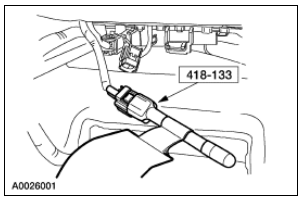


29. From under the driver seat, release the tab and disconnect the driver seat side air bag or driver seat side thorax air bag electrical connector.



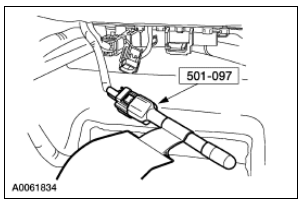
Vehicles without side air curtains

30. Attach the restraint system diagnostic tool to the vehicle harness side of the driver seat side air bag electrical connector.



Vehicles with side air curtains

31. Attach the restraint system diagnostic tool to the vehicle harness side of the driver seat side thorax air bag electrical connector.

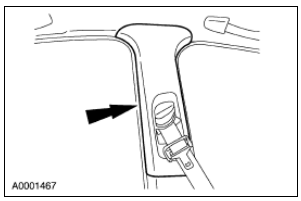


All vehicles

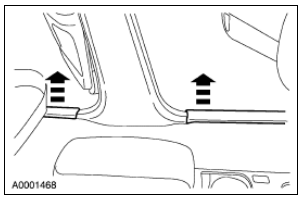
32. Remove the driver side B-pillar weatherstripping.

33. Position the driver side safety belt shoulder height adjuster to its highest point.

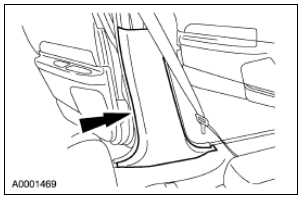
34. Detach the driver side B-pillar upper trim panel.



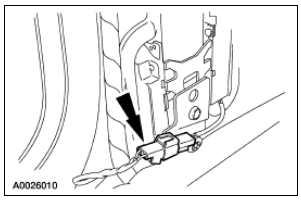
35. Remove the driver side front and rear door scuff plate.



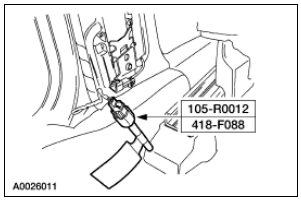
36. Remove the driver side B-pillar trim panel.



37. Disconnect the driver side safety belt retractor pretensioner electrical connector.



38. Attach the restraint system diagnostic tool to the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.



39. Connect the battery ground cable. For additional information, refer to Section 414-00 .

40. With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B .

41. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Reactivation

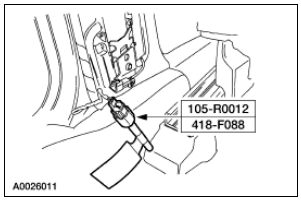
⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions,

and notes at the beginning of the deactivation procedure.

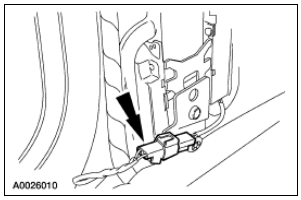
All vehicles

1. **NOTE:** Make sure the battery negative cable is still disconnected before proceeding with the reactivation procedure.

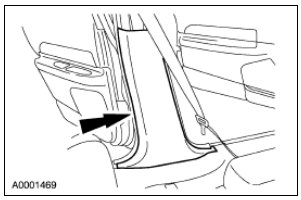
   Remove the restraint system diagnostic tool from the vehicle harness side of the driver safety belt retractor pretensioner electrical connector.



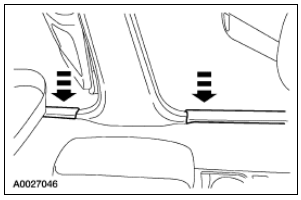
2. Connect the driver side safety belt retractor pretensioner electrical connector.



3. Install the driver side B-pillar lower trim panel.

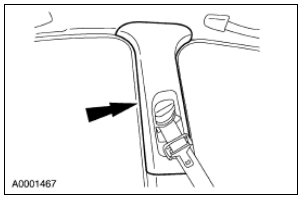


4. Install the driver side front and rear door scuff plates.



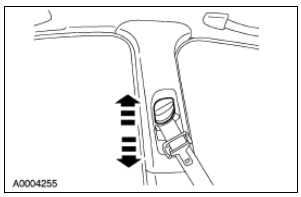
5. **NOTE:** Position the driver side safety belt shoulder height adjuster and B-pillar trim panel sliding panel to their highest point.

   Install the driver side B-pillar upper trim panel.



6. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks

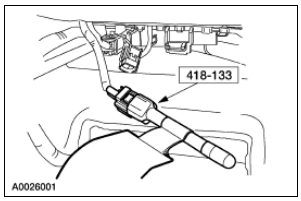
correctly in each position.



7. Install the driver side B-pillar weatherstripping.

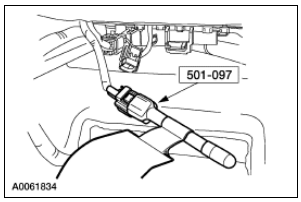
Vehicles without side air curtains

8. Remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side air bag electrical connector.



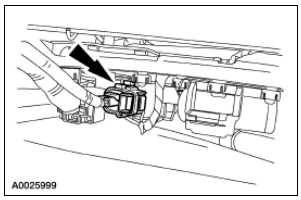
Vehicles with side air curtains

9. Remove the restraint system diagnostic tool from the vehicle harness side of the driver seat side thorax air bag electrical connector.

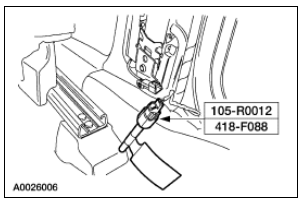


All vehicles

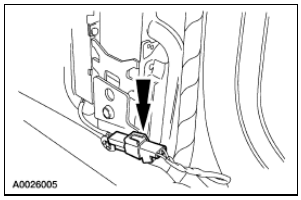
10. Connect the driver seat side air bag or driver seat side thorax air bag electrical connector.



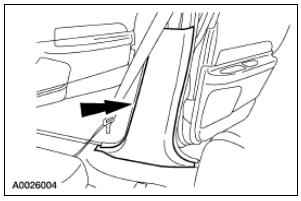
11. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger safety belt retractor pretensioner electrical connector.



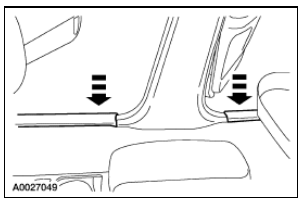
12. Connect the passenger side safety belt retractor pretensioner electrical connector.



13. Install the passenger side B-pillar lower trim panel.

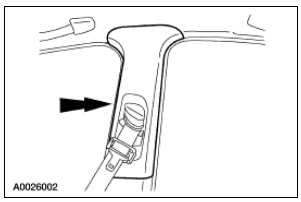


14. Install the passenger side front and rear door scuff plates.

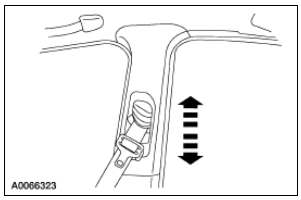


15. **NOTE:** Position the driver side safety belt shoulder height adjuster and B-pillar trim panel sliding panel to their highest point.

    Install the passenger side B-pillar upper trim panel.



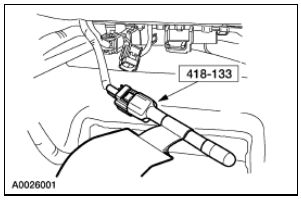
16. Operate the front seat shoulder strap adjuster. Make sure it travels from top to bottom and locks correctly in each position.



17. Install the passenger side B-pillar weatherstripping.

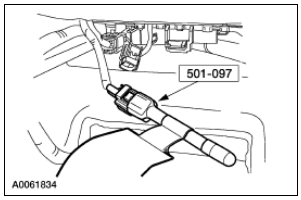
Vehicles without side air curtains

18. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger seat side air bag electrical connector.



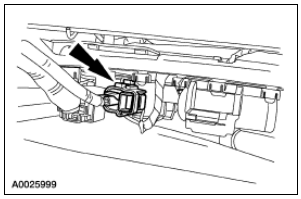
Vehicles with side air curtains

19. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger seat side thorax air bag electrical connector.



All vehicles

20. Connect the passenger seat side air bag or passenger seat side thorax air bag electrical connector.



21. Connect the battery ground cable. For additional information, refer to Section 414-00 .

22. Position the front seats rearward.

23. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

    The first row side impact sensors are located at or near the base of the B-pillars.

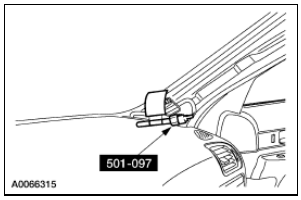
    The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

    To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

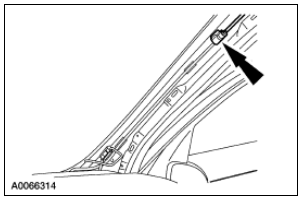
    Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Vehicles with side air curtains

24. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger side air curtain module electrical connector.



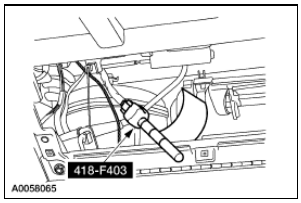
25. Connect the passenger side air curtain module electrical connector.



26. Install the A-pillar trim panel. For additional information, refer to Section 501-01 .

All vehicles

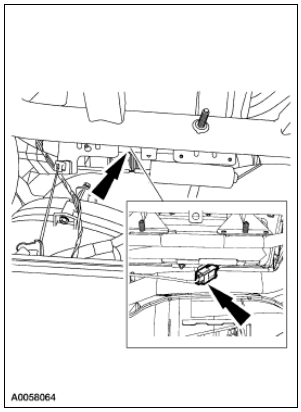
27. Remove the restraint system diagnostic tool from the vehicle harness side of the passenger air bag module electrical connector.



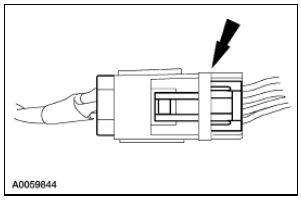
28. **NOTE:** The inset view of the illustration is looking up into the instrument panel from underneath.

    NOTE: The passenger air bag module electrical connector is located in front of the cross-car beam attached by a pin-type retainer to a bracket on the back of the passenger air bag module.

    Locate the passenger air bag module electrical connector.



29. Connect the passenger air bag module.

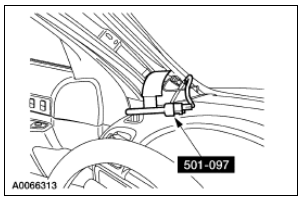


30. Install the glove compartment. For additional information, refer to Section 501-01 .

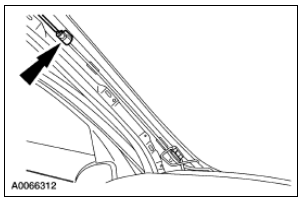
Vehicles with side air curtains

NOTE: If the headliner has the word "AIRBAG" embossed on it near each B-pillar, the vehicle is equipped with side air curtain modules.

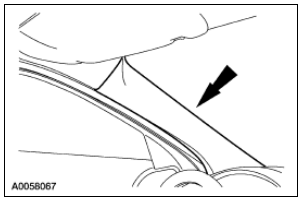
31. Remove the restraint system diagnostic tool from the vehicle harness side of the driver side air curtain module electrical connector.



32. Connect the driver side air curtain module electrical connector.

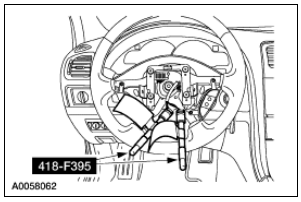


33. Install the A-pillar trim panel. For additional information, refer to Section 501-01 .



All vehicles

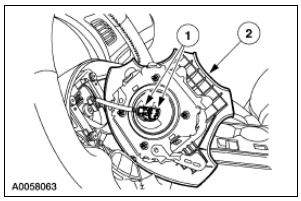
34. Remove the restraint system diagnostic tools from the clockspring electrical connectors at the top of the steering column.



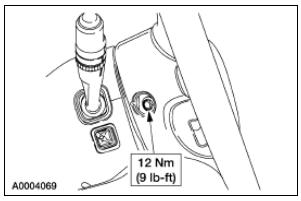
35. ⚠ **CAUTION: The clockspring electrical connectors are unique and cannot be reversed when connected to the driver air bag module. Match the electrical connector key to the keyway in the driver air bag module. Do not force the electrical connectors into the driver air bag module.**

Connect and position the driver air bag module.

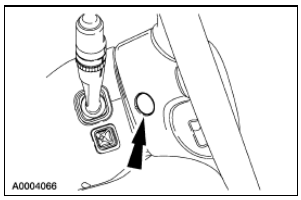
1. Connect the driver air bag module electrical connectors.
2. Position the driver air bag module to the steering wheel.



36. Install the two driver air bag module bolts (one shown).



37. Install the two steering wheel plugs (one shown).



38. Connect the battery ground cable. For additional information, refer to Section 414-00 .

39. ⚠ **WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Section 501-20B .

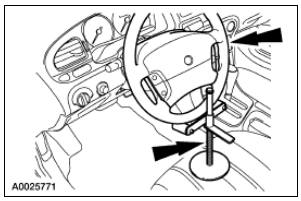
40. Check the active restraint system for correct operation. For additional information, refer to Section 501-20A .

Steering Gear

Printable View (134 KB)

1. **CAUTION: Do not allow the steering wheel to rotate while the intermediate shaft is disconnected or damage to the clockspring can result. If there is evidence that the shaft has rotated, the clockspring must be removed and recentered. For additional information, refer to Section 501-20B .**

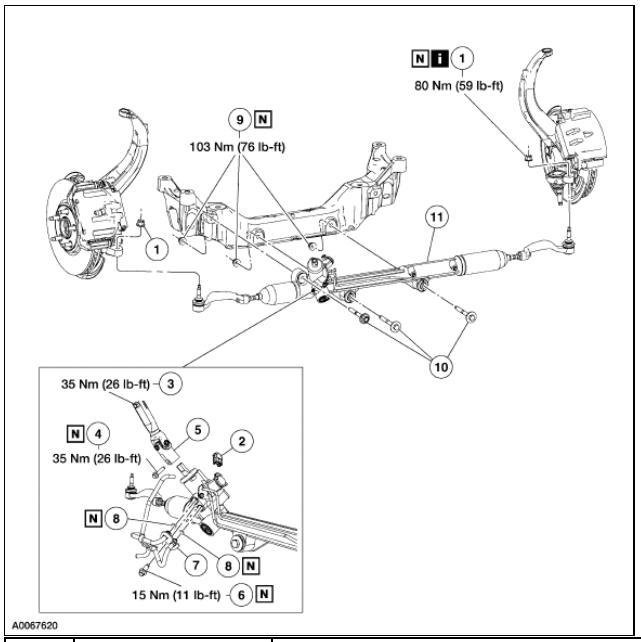
   Hold the steering wheel in the straight-ahead position using a suitable holding device.



2. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

3. Remove the components in the order indicated in the following illustration and table.

4. To install, reverse the removal procedure.



Item	Part Number	Description
1	W520214-S427	Tie-rod end nuts Removal Note
2	12B637	Variable assist power steering (VAPS) actuator electrical connector
3		Intermediate shaft slider bolt (loosen only)
4	W705113-S426	Intermediate shaft-to-steering gear bolt
5	3B676	Intermediate shaft
6	W708113-S426	Steering line clamp plate bolt

7		Steering lines and clamp plate
8		O-rings
9	W520214-S427	Steering gear-to-crossmember nuts
10	W708659-S426	Steering gear-to-crossmember bolts
11	3504	Steering gear

5. Fill, purge and leak test the system. For additional information, refer to Power Steering System Purging and Power Steering System Filling in this section.

6. Check and, if necessary, adjust the front end alignment. For additional information, refer to Section 204-00 .

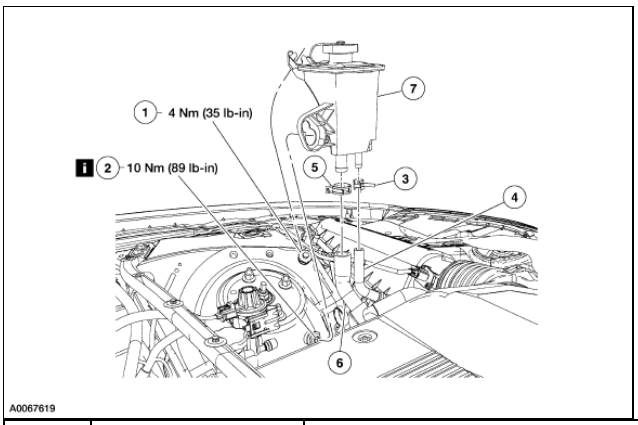
Item 1: Tie-Rod End Nuts Removal Note

1. Use the hex holding feature to prevent the stud from turning when removing the tie-rod end nut.

Power Steering Reservoir

Printable View (89 KB)

1. Remove the components in the order indicated in the following illustration and table.
2. To install, reverse the removal procedure.



Item	Part Number	Description
1	N803882	Upper reservoir isolator bolt (loosen only)
2	W705012-S306	Lower reservoir isolator bolt (loosen only) Removal Note
3	3A713	Clamp
4	3A713	Cooler-to-reservoir return hose
5	3691	Clamp
6	3691	Reservoir-to-pump supply hose
7	3E764	Fluid reservoir

3. Fill, purge and leak test the system. For additional information, refer to Power Steering System Purging and Power Steering System Filling in this section.

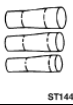
Item 2: Lower Reservoir Isolator Bolt Removal Note

1. Loosen the bolt and detach the reservoir from the isolators.

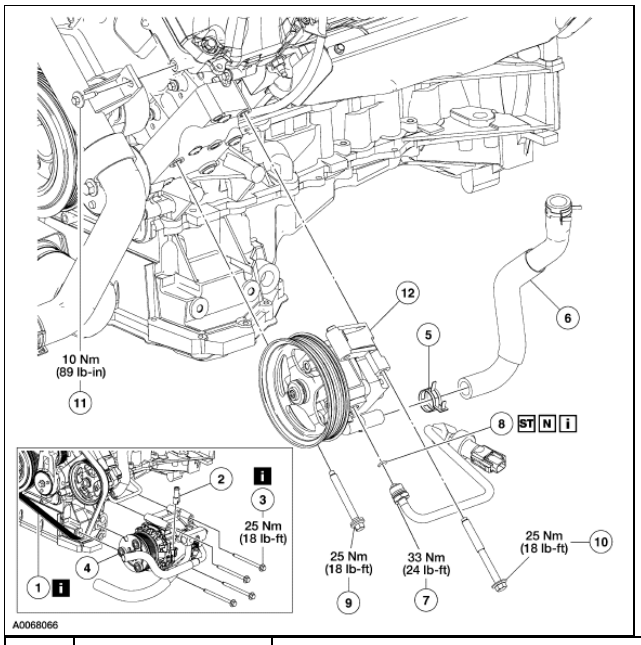
Power Steering Pump

Printable View (258 KB)

Special Tool(s)

 ST1444-A	Installer Set, Teflon Seal 211-D027 (D90P-3517-A) or equivalent

1. Remove the engine appearance cover.
2. Remove the air cleaner and the air cleaner outlet tube. For additional information, refer to Section 303-04A 3.0L engine or Section 303-04B 3.9L engine.
3. With the vehicle in NEUTRAL, position on a hoist.
4. Remove the LH front frame rail deflector shields.
5. Remove the components in the order indicated in the following illustration and table.
6. To install, reverse the removal procedure.



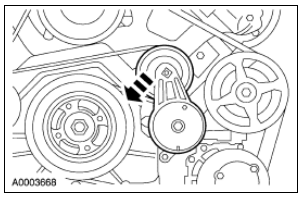
Item	Part Number	Description
1	8620	Accessory drive belt (position aside) Removal Note
2		Air conditioning compressor electrical connector (3.9L only)
3	W705825-S	Compressor bolts (3.9L only) Removal Note
4	19703	Compressor (3.9L only, position aside)
5		Clamp (part of 3691)

6	3691	Reservoir-to-pump supply hose
7	3A719	Pressure line fitting
8	3E764	O-ring Installation Note
9	W704792-S309	Forward pump bolts (2 req'd)
10	W704752-S309	Rearward pump bolts (2 req'd)
11	W503925-S	Radiator hose tube-to-engine bolt (3.9L engine only, 2 req'd)
12	3A674	Power steering pump

7. Fill, purge and leak test the system. For additional information, refer to Power Steering System Purging and Power Steering System Filling in this section.

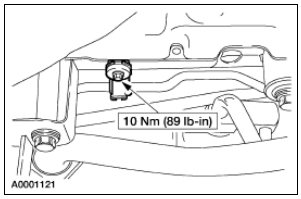
Item 1: Accessory Drive Belt Removal Note

1. Release the tension and position the belt aside.



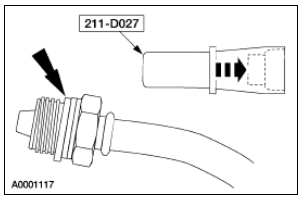
Item 3: Compressor Bolts (3.9L only) Removal Note

1. To ease the removal of the upper air conditioning compressor bolts, remove the bolt and detach the power steering line retainer bracket aside.



Item 8: O-Ring Installation Note

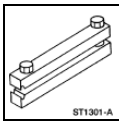
1. Using the special tool, install a new O-ring on the pressure line fitting.



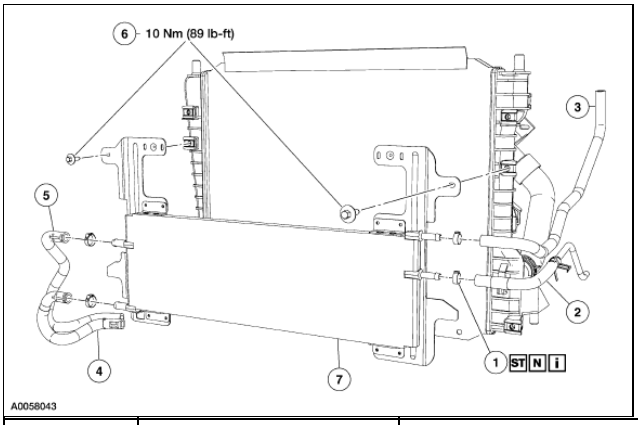
Power Steering Fluid Cooler

Printable View (94 KB)

Special Tool(s)

 ST1301-A	Installer, Constant Velocity Boot Clamp 205-343 (T95P-3514-A)

1. Remove the air conditioning condenser. For additional information, refer to Section 412-00 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.

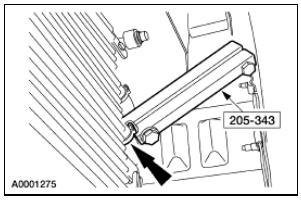


Item	Part Number	Description
1	3C750	Hose clamps (4 req'd) Installation Note
2	3A713	Steering gear-to-cooler hose
3	3493	Cooler-to-reservoir return hose
4	7A030	Transmission cooler line
5	7A031A	Transmission cooler line
6	W500211-S426	Cooler-to-radiator bolts
7	3F749	Power steering fluid cooler

4. Fill, purge and leak test the system. For additional information, refer to Power Steering System Purging and Power Steering System Filling in this section.

Item 1: Hose Clamps Installation Note

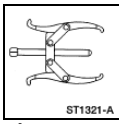
1. Using the special tool, tighten the clamps.


205-343
A0001275

Steering Column

Printable View (183 KB)

Special Tool(s)

 ST1321-A	Remover, Differential Bearing 205-116 (T77F-4220-B1)

⚠ CAUTION: Do not allow the steering column shaft to rotate while the intermediate shaft is disconnected or damage to the clockspring can result. If there is evidence that the shaft has rotated, the clockspring must be removed and recentered. For additional information, refer to Section 501-20B .

NOTE: If removing the steering wheel only, carry out steps one and two before starting the removal procedure. If removing the intermediate shaft, proceed to item seven in the removal procedure.

1. Disconnect the battery negative cable for at least one minute to deplete the backup power supply. For additional information, refer to Section 414-00 .

2. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions and notes in the deactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

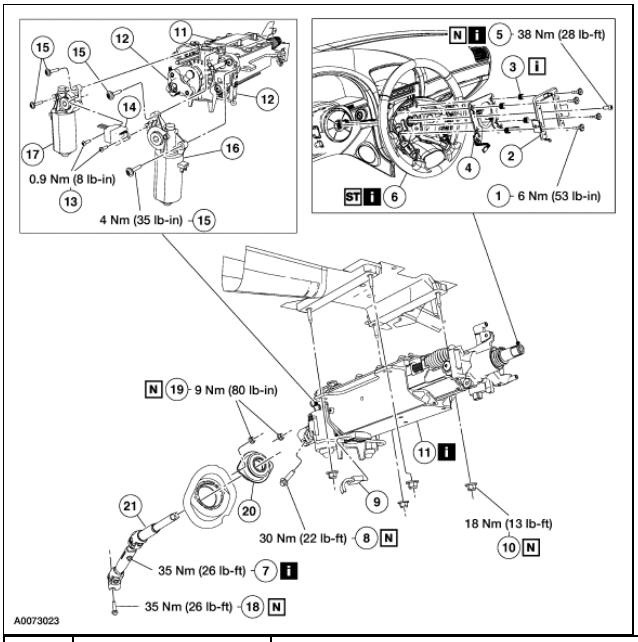
3. If removing the steering column, remove the steering column opening trim cover and reinforcement.

4. If removing the steering column, remove the multifunction switch. For additional information, refer to Steering Column Switches in this section.

5. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the listed steps.

Component	Steps
Steering wheel	1-6
Steering column	1-11
Steering column release motors	1-17
Intermediate shaft	7, 8, 18-21

6. To install, reverse the removal procedure.



Item	Part Number	Description
1	13A875	Bolts (4 req'd)
2	13A875	Horn switch pad
3	13A875	Horn switch springs (4 req'd) Installation Note
4	13A875	Horn switch
5	N807493-S301	Steering wheel bolt Removal Note
6	3600	Steering wheel Removal Note
7	3B676	Intermediate shaft slider bolt Removal Note
8	W705113-S436	Steering column-to-intermediate shaft bolt
9		Electrical connector
10	N806423-S56	Steering column-to-instrument panel nuts (4 req'd)
11	3C529	Steering column Removal Note
12	3C529	Release motor electrical connectors
13	390345-S36	Screws (2 req'd)
14	3F818	Rotation sensor
15	W701912-S436	Screws (4 req'd)
16	3D538H	Column release motor (telescopic)
17	3D538G	Column release motor (tilt)
18	W705113-S436	Intermediate shaft-to-steering gear bolt
19	N806385-S58	Plate-to-collar nuts
20	3E735	Plate
21	3C662	Intermediate shaft

7. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions and notes in the reactivation procedure.**

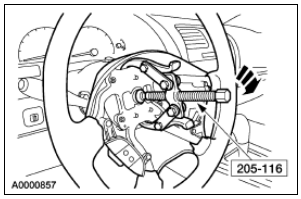
If deactivated, reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in this section.

Item 5: Steering Wheel Bolt Removal Note

1. Loosen the bolt and do not remove until the steering wheel has been loosened from the column.

Item 6: Steering Wheel Removal Note

1. Using the special tool, press on the bolt until the steering wheel is loose from the column.
    - Remove and discard the steering wheel bolt.
    - Remove the steering wheel.



Item 7: Intermediate Shaft Slider Bolt Removal Note

1. With the vehicle in NEUTRAL, position on a hoist. For additional information, refer to Section 100-00 .

Item 11: Steering Column Removal Note

1. If the steering column release motors are being removed, support the steering column in a soft-jawed vice.

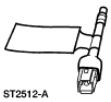
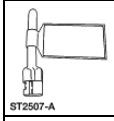
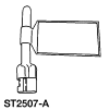
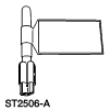
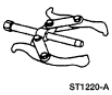
Item 3: Horn Switch Springs Installation Note

1. To provide correct tension between the horn pad and the horn switch, install the yellow horn switch springs at the bottom of the horn switch pad and the silver springs at the top.

Steering Column Switches

Printable View (608 KB)

Special Tool(s)

ST2502-A	Diagnostic Tool, Restraint System (2 req'd) 418-F395 (014-R1079)
 ST2512-A	Diagnostic Tool, Restraint System (2 req'd) 418-F403
 ST2507-A	Diagnostic Tool, Restraint System (2 req'd) 418-133
 ST2507-A	Diagnostic Tool, Restraint System (4 req'd) 501-097
 ST2506-A	Diagnostic Tool, Restraint System (2 req'd) 418-F088 (105-R0012)
 ST1220-A	Remover, Differential Bearing 205-116 (T77F-4220-B1)

Removal

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Carry a live air bag module with the air bag and trim cover pointed away from your body. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Do not set a live air bag module down with the trim cover face down. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: After deployment, the air bag surface can contain deposits of sodium hydroxide, a product of the gas generant combustion that is irritating to the skin. Wash your hands with soap and water afterwards.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: Air bag modules with discolored or damaged trim covers must be replaced, not repainted.

⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.

NOTE: Restraint system diagnostic tools **MUST** be installed under the seats in the seat side air bag (if equipped) and safety belt pretensioner (if equipped) to floor connectors.

NOTE: After diagnosing or repairing an SRS, **the restraint system diagnostic tools must be removed before operating the vehicle over the road.**

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

NOTE: Repair is made by installing a new part only. If the new part does not correct the condition, install the original part and carry out the diagnostic procedure again.

1. Tilt the steering column all the way down and extend it all the way out.

2. ⚠ **WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The first row side impact sensors are located at or near the base of the B-pillars.

   The second row side impact sensors (if equipped) are located at or near the base of the C-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

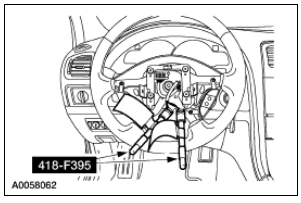
   Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

3. ⚠ **WARNING: To reduce the risk of serious personal injury, read and follow all warnings, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

   Deactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

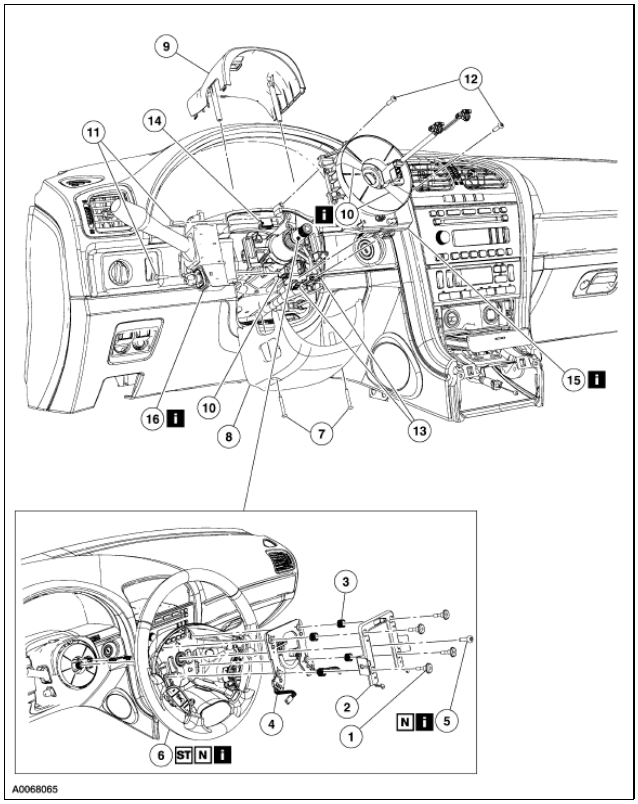
4. Position the front wheels to the straight-ahead position.

5. Remove the restraint system diagnostic tools from the clockspring electrical connectors at the top of the steering column.



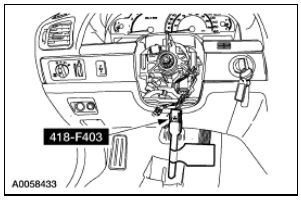
6. **NOTE:** Do not allow the clockspring to turn from its removal position.

   Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	13A875	Bolts (4 req'd)
2	13A875	Horn switch pad
3	13A875	Horn switch springs (4 req'd)
4	13A875	Horn switch
5	N807493-S301	Steering wheel bolt Removal Note
6	3600	Steering wheel Removal Note
7	W504246-S	Screw
8	3533	Lower steering column shroud
9	3530	Upper steering column shroud
10		Tape Removal Note
11	W390345-S	Screw
12	W390345-S	Screw
13	14401	Connector
14	14401	Connector
15	14A664	Clockspring Removal Note
16	13K359	Multifunction switch Removal Note

7. Attach the restraint system diagnostic tool to the vehicle harness side of the clockspring electrical connector.



8. Connect the battery ground cable. For additional information, refer to Section 414-00 .

9. **⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of Section 501-20B .

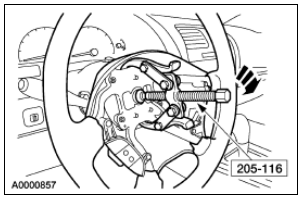
10. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

Item 5: Steering Wheel Bolt Removal Note

1. Loosen the bolt and do not remove until the steering wheel has been loosened from the column.

Item 6: Steering Wheel Removal Note

1. Using the special tool, press on the bolt until the steering wheel is loose from the column.
   - Remove and discard the steering wheel bolt.
   - Remove the steering wheel.



Item 10: Tape Removal Note

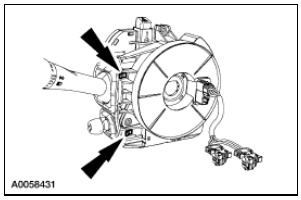
1. Apply two strips of masking tape across the clockspring to prevent accidental rotation when the clockspring and multifunction switch are removed.

Item 15: Clockspring Removal Note

1. Remove the clockspring and the multifunction switch as an assembly.

Item 16: Multifunction Switch Removal Note

1. Release the tabs and slide the multifunction switch out of the clockspring.



Installation

⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions and notes at the beginning of the removal procedure.

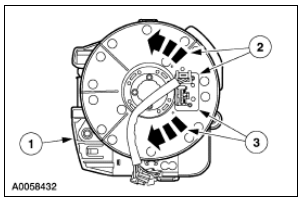
1. **⚠ WARNING: Incorrect centralization can result in premature component failure. If in doubt when centralizing the clockspring, repeat the centralizing procedure. Failure to follow this instruction can result in personal injury.**

   ⚠ CAUTION: Make sure the front wheels are in the straight-ahead position.

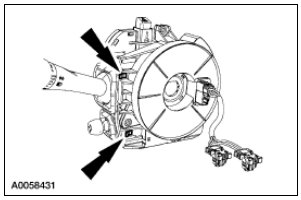
   If the clockspring has rotated out of center, follow these steps to center the clockspring.

   1. Hold the clockspring outer housing stationary.
   2. **⚠ CAUTION: Overturning will destroy the clockspring. The internal ribbon wire acts as the stop and can be broken from its internal connection.**

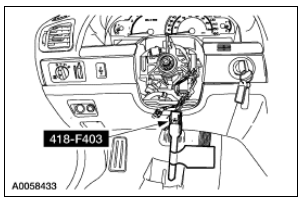
      While turning the rotor counterclockwise, carefully feel for the ribbon wire to run out of length and for a slight resistance. Stop turning at this point.
   3. Turn the clockspring clockwise approximately 2-1/2 turns. This is the center point of the clockspring.
   - Do not allow the rotor to turn from this position.



2. Align the multifunction switch to the clockspring and slide the two together.
   - Make sure the tabs are interlocked.

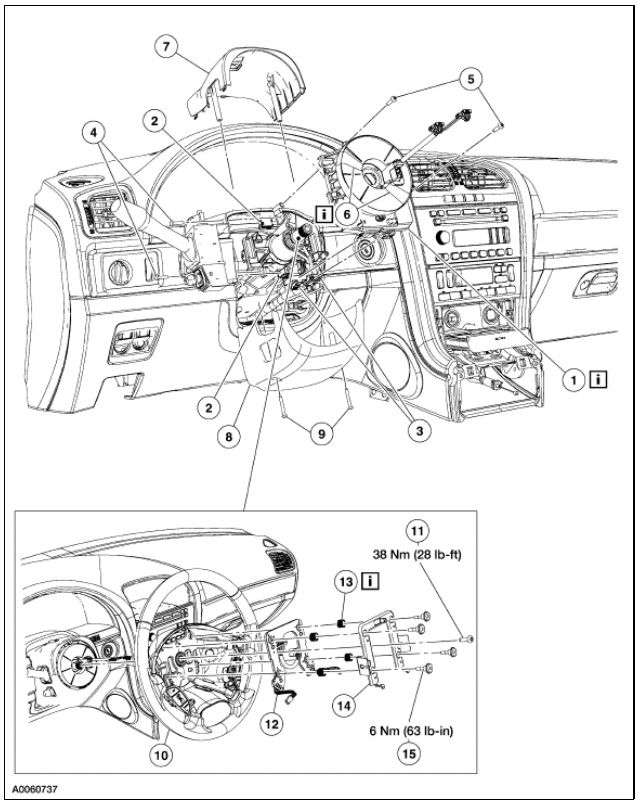


3. Remove the restraint system diagnostic tool from the vehicle harness side of the clockspring electrical connector.



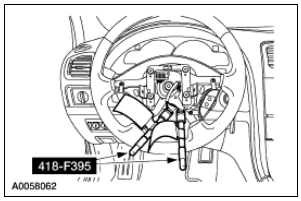
4. **NOTE:** Make sure the battery negative cable is still disconnected before continuing with the installation portion of this procedure.

   Install the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	3678	Clockspring Installation Note
2	14401	Connector (2)
3	14401	Connector (2)
4	W390345-S	Screw (2)
5	W390345-S	Screw (2)
6		Tape Installation Note
7	3530	Upper steering column shroud
8	3533	Lower steering column shroud
9	W504246-S	Screw
10	3600	Steering wheel
11	N807493-S101	Steering wheel bolt
12	13A875	Horn switch
13	13A875	Horn switch springs (4 req'd) Installation Note
14	13A875	Horn switch pad
15	13A875	Bolts (4 req'd)

5. Attach the restraint system diagnostic tools to the clockspring electrical connectors at the top of the steering column.



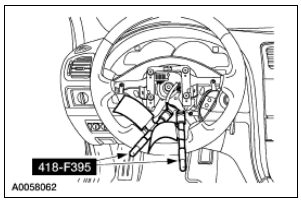
6. Connect the battery ground cable. For additional information, refer to Section 414-00 .

7. **⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   With the restraint system diagnostic tools installed at all deployable devices, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of Section 501-20B .

8. Disconnect the battery ground cable and wait at least one minute. For additional information, refer to Section 414-00 .

9. Remove the restraint system diagnostic tools from the clockspring electrical connectors at the top of the steering column.



10. **⚠ WARNING: To reduce the risk of serious personal injury, read and follow all warnings, cautions, notes, and instructions in the supplemental restraint system (SRS) deactivation/reactivation procedure.**

    Reactivate the supplemental restraint system (SRS). For additional information, refer to Supplemental Restraint System (SRS) Deactivation and Reactivation in the General Procedures portion of this section.

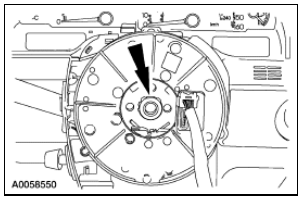
11. **⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from the vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

    With all the restraint system diagnostic tools removed, prove out the supplemental restraint system (SRS). For additional information, refer to Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS) in the Diagnosis and Testing portion of Section 501-20B .

Item 1: Clockspring Installation Note

1. **NOTE:** Slight turning of the clockspring rotor is allowable for alignment purposes to the steering column.

   With the flat of the clockspring aligned to the flat of the steering column, slide the clockspring onto the steering column.



Item 6: Tape Installation Note

1. Remove the tape from the clockspring.

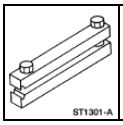
Item 13: Horn Switch Springs Installation Note

1. To provide correct tension between the horn pad and the horn switch, install the yellow horn switch springs at the bottom of the horn switch pad and the silver springs at the top.

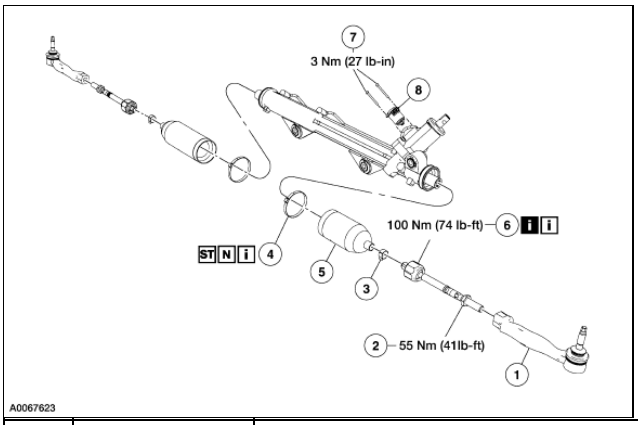
Steering Gear

Printable View (101 KB)

Special Tool(s)

 ST1301-A	Installer, Constant Velocity Joint Boot Clamp 205-343 (T95T-3514-A)

1. Remove the steering gear. For additional information, refer to Steering Gear in this section.
2. Drain any excess power steering fluid from the steering gear and then clean the exterior of the gear using a suitable solvent.
3. Index-mark the tie-rod end to the tie-rod end jam nut and to the spindle tie-rod.
4. Disassemble the components in the order indicated in the following illustration and table.
5. To assemble, reverse the disassembly procedure.



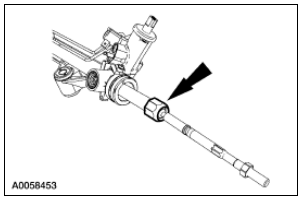
Item	Part Number	Description
1	3A130	Tie-rod end
2	N803637-S36	Tie-rod end jam nuts
3	3C650	Outer bellows clamp
4	3K745	Inner bellows clamp Assembly Note
5	3332	Steering gear bellows
6	3A131	Spindle tie-rod Disassembly Note
6	3280	Spindle tie-rod Assembly Note
7		Variable assist power steering (VAPS) actuator bolts
8	3N803	VAPS actuator

6. After installing the steering gear in the vehicle, adjust the front toe. For additional information, refer to Section 204-00 .

Item 6: Spindle Tie-Rod Disassembly Note

1. **⚠ CAUTION: To resist rotation and prevent damage to the steering gear during removal of the spindle tie-rods, center the steering gear and position the rack gear in a soft-jawed vice.**

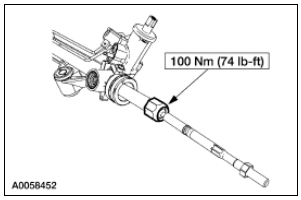
   Remove the spindle tie-rod.



Item 6: Spindle Tie-Rod Assembly Note

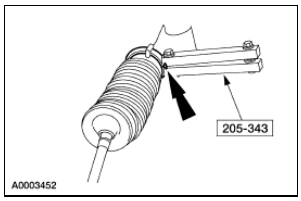
1. **⚠ CAUTION: To resist rotation and prevent damage to the steering gear during removal of the spindle tie-rods, center the steering gear and position the rack gear in a soft-jawed vice.**

   Install the spindle tie-rod.



Item 4: Inner Bellows Clamp Assembly Note

1. Using the special tool, install the clamps.



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REM & INST: Intake Air, Fuel Charging and Engine Electronics - 3.9L

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IN-VEH REP: Engine - 3.9L

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DIAG & TEST: Battery and Charging System

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Cylinder Block Distortion

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REM & INST: Intake Air, Fuel Charging and Engine Electronics 3.9L

Cylinder Head - LH

Cylinder Head - RH

Cylinder Head

DISASSEM & ASSEM OF SUBASSEM: Engine - 3.0L (4V)

DISASSEM & ASSEM OF SUBASSEM: Engine - 3.9L

IN-VEH REP: Engine - 3.9L

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Heating and Ventilation Components 3.9L

Air Conditioning Components 3.0L

Air Conditioning Components 3.9L

Control Components

Printable View (12 KB)

General Specifications

Item	Specification
A/C Compressor (V6)	
A/C compressor type	Visteon SC90V variable scroll
A/C compressor displacement	90 cc (5.5 cu in)
A/C compressor rotation	Clockwise
A/C Compressor (V8)	
A/C compressor type	Visteon SC105V variable scroll
A/C compressor displacement	105 cc (6.4 cu in)
A/C compressor rotation	Clockwise
Magnetic Clutch	
Air gap between pulley and clutch plate	0.35-0.75 mm (0.014-0.030 in)
Refrigerant Lubricant	
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)(USA)	WSH-M1C231-B
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft CYN-12-C)(Canada)	WSH-M1C231-B
Capacity	207 ml (7 oz)
Refrigerant	
R-134a Refrigerant YN-19(USA)	WSH-M17B19-A
R-134a Refrigerant CYN-16-R(Canada)	WSH-M17B19-A
Capacity	0.79 kg (28 oz)
Refrigerant System Cleaner	
A/C Systems Flushing Solvent F4AZ-19579-A	
Evaporator Core Orifice	**Thermostatic expansion valve (TXV) system**
Color	N/A
Diameter	N/A
A/C Pressure Relief Valve [a]	
Open	3,792-4,137 kPa (550-600 psi)
Pressure Cutoff Switch	N/A
A/C Pressure Sensor	Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

[a] Manifold gauge set pressures may vary slightly depending on the distance between the service gauge port valve and the A/C pressure relief valve locations.

Torque Specifications

Description	Nm	lb-ft	lb-in

Thermostatic expansion valve (TXV) manifold bolt	21	15	
Heater core and evaporator core housing bracket bolt	7		44
A/C compressor manifold bolt	21	15	
A/C compressor bolts	25	18	
A/C compressor clutch nut	18	13	
Receiver drier manifold nut	8		71
Receiver drier bolt	7		62
A/C (peanut) fitting nut	8		71
Condenser bracket bolts	6		53
Heater tube bracket bolts	9		80
TXV manifold and tube bracket bolt	9		80
Wire harness bracket bolts	9		80
TXV outlet fitting	24	18	
TXV inlet fitting	24	18	

Climate Control System

Printable View (517 KB)

⚠ WARNING: To avoid accidental deployment and possible injury, the air bag system backup power supply must be depleted before repairing any climate control components. To deplete the backup power supply, disconnect the battery ground cable and wait one minute.

⚠ WARNING: Carbon monoxide is colorless, odorless and dangerous. If it is necessary to operate the engine with vehicle in a closed area such as a garage, always use an exhaust collector to vent the exhaust gases outside the closed area.

⚠ WARNING: R-134a is classified as a safe refrigerant, but misuse can make it dangerous. The following precautions must be observed:

- Always wear safety goggles when repairing an air conditioning system.
- Avoid contact with liquid refrigerant R-134a. R-134a vaporizes at approximately -25°C (-13°F) under atmospheric pressure and it will freeze skin tissue.
- Never allow refrigerant R-134a gas to escape in quantity in an occupied space. R-134a is non-toxic, but it will displace the oxygen needed to support life.
- Never use a torch in an atmosphere containing R-134a gas. R-134a is non-toxic at all normal conditions, but when it is exposed to high temperatures, such as a torch flame, it decomposes. During decomposition it releases irritating and toxic gases (as described in the MSDS sheet from the manufacturer). Decomposition products are hydrofluoric acid, carbon dioxide and water.
- Do not allow any portion of the charged air conditioning system to become too hot. The pressure in an air conditioning system rises as the temperature rises and temperatures of approximately 85°C (185°F) can be dangerous.
- Allow the engine to cool sufficiently prior to carrying out maintenance or serious burns and injury can occur.

⚠ CAUTION: To avoid damaging the vehicle or A/C components, the following precautions must be observed:

- The A/C refrigerant of all vehicles must be identified and analyzed prior to refrigerant charging. Failure to do so can contaminate the shop bulk refrigerant and other vehicles.
- Do not add R-12 refrigerant to an A/C system that requires the use of R-134a refrigerant. These two types of refrigerant must never be mixed. Doing so can damage the A/C system.
- Charge the A/C system with the engine running using the low-pressure side of the A/C system.
- Use only R-134a refrigerant. Due to environmental concerns, when the air conditioning system is drained, the refrigerant must be collected using refrigerant recovery/recycling equipment. Federal law REQUIRES that R-134a be recovered into appropriate recovery equipment and the process be conducted by qualified technicians who have been certified by an approved organization, such as MACS, ASI, etc. Use of a recovery machine dedicated to R-134a is necessary to reduce the possibility of oil and refrigerant incompatibility concerns. Refer to the instructions provided by the equipment manufacturer when removing refrigerant from or charging the air conditioning system.
- Refrigerant R-134a must not be mixed with air for leak testing or used with air for any other purpose above atmospheric pressure. R-134a is combustible when mixed with high concentrations of air and higher pressures.
- A number of manufacturers are producing refrigerant products that are described as direct substitutes for refrigerant R-134a. The use of any unauthorized substitute refrigerant can severely damage the A/C components. If repair is required, use only new or recycled refrigerant R-134a.

⚠ CAUTION: To avoid contamination of the A/C system:

- Never open or loosen a connection before discharging the system.
- When loosening a connection, if any residual pressure is evident, allow it to leak out before opening the fitting.
- Before charging, evacuate a system that has been opened to install a new component or a system that has discharged through leakage.
- Seal open fittings with a cap or plug immediately after disconnecting a component from the system.
- Clean the outside of the fittings thoroughly before disconnecting a component from the system.
- Do not remove the sealing caps from a new component until ready to install.
- Refrigerant oil will absorb moisture from the atmosphere if left uncapped. Do not open an oil container until ready to use, and install the cap immediately after using. Store the oil in a clean, moisture-free container.
- Install a new O-ring seal before connecting an open fitting. Coat the fitting and the O-ring seal with refrigerant oil before connecting.
- When installing a refrigerant line, avoid sharp bends. Position the line away from the exhaust or any sharp edges that can chafe the line.
- Tighten threaded fittings only to specifications. The steel and aluminum fittings used in the refrigerant system will not tolerate overtightening.
- When disconnecting a fitting, use a wrench on both halves of the fitting to prevent twisting of the refrigerant lines or tubes.
- Do not open a refrigerant system or uncap a new component unless it is as close as possible to room temperature. This will prevent condensation from forming inside a component that is cooler than the surrounding air.

The dual automatic temperature control system maintains the selected vehicle interior temperature by heating and/or cooling the air.

- During A/C operation the system also reduces the relative humidity of the air.
- The driver may override the automatic mode of operation.

Principles of Operation

There are four main principles involved with the basic theory of operation:

- heat transfer
- latent heat of vaporization
- relative humidity
- effect of pressure on boiling or condensation

Heat Transfer

If two substances of different temperature are placed near each other, the heat in the warmer substance will transfer to the colder substance.

Latent Heat of Vaporization

When a liquid boils (converts to gas) it absorbs heat without raising the temperature of the resulting gas. When the gas condenses (converts back to a liquid), it gives off heat without lowering the temperature of the resulting liquid.

Relative Humidity

The amount of moisture (water vapor content) that the air can hold is directly related to the air temperature. The more heat there is in the air, the more moisture the air can hold. The lower the moisture content in the air, the more comfortable you feel. Removing moisture from the air lowers its relative humidity and improves

personal comfort.

Effects of Pressure on Boiling or Condensation

As the pressure is increased on a liquid, the temperature at which the liquid boils (converts to gas) also increases. Conversely, when the pressure on a liquid is reduced, its boiling point is also reduced. When in the gas state, an increase in pressure causes an increase in temperature, while a decrease in pressure will decrease the temperature of the gas.

The Refrigerant Cycle

During stabilized conditions (air conditioning system shutdown), the refrigerant is in a vaporized state and pressures are equal throughout the system. When the A/C compressor is in operation it increases pressure on the refrigerant vapor, raising its temperature. The high-pressure and high-temperature vapor is then released into the top of the A/C condenser core.

The A/C condenser, being close to ambient temperature, causes the refrigerant vapor to condense into a liquid when heat is removed from the refrigerant by ambient air passing over the fins and tubing. The now liquid refrigerant, still at high pressure, exits from the bottom of the A/C condenser and enters the inlet side of the A/C receiver drier. The receiver drier is designed to remove moisture from the refrigerant.

The outlet of the receiver drier is connected to the thermostatic expansion valve (TXV). The TXV provides the orifice which is the restriction in the refrigerant system and separates the high and low pressure sides of the A/C system. As the liquid refrigerant passes across this restriction, its pressure and boiling point are reduced.

The liquid refrigerant is now at its lowest pressure and temperature. As it passes through the A/C evaporator, it absorbs heat from the airflow passing over the plate/fin sections of the A/C evaporator. This addition of heat causes the refrigerant to boil (convert to gas). The now cooler air can no longer support the same humidity level of the warmer air and this excess moisture condenses on the exterior of the evaporator coils and fins and drains outside the vehicle.

The refrigerant cycle is now repeated with the A/C compressor again increasing the pressure and temperature of the refrigerant.

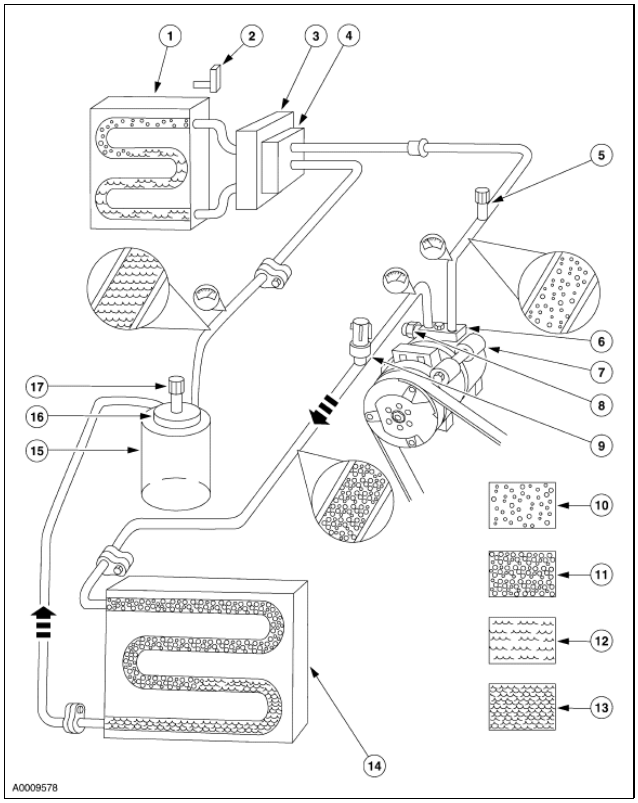
A thermistor which monitors the temperature of the air that has passed through the evaporator core controls A/C clutch cycling. If the temperature of the evaporator core discharge air is low enough to cause the condensed water vapor to freeze, the A/C clutch is disengaged by the vehicle powertrain control module (PCM).

The high-side line pressure is also monitored so that A/C compressor operation will be interrupted if the system pressure becomes too high or is determined to be too low (low charge condition).

The A/C compressor thermal protection switch will interrupt compressor operation if the compressor housing exceeds temperature limits.

The A/C compressor relief valve will open and vent refrigerant to relieve unusually high system pressure.

Clutch Cycling Thermostatic Expansion Valve Type Refrigerant System



Item	Part Number	Description
1	19860	A/C evaporator core
2	19C734	A/C evaporator core outlet temperature thermistor
3	19849	Thermostatic expansion valve
4	19835	Manifold and tube assembly thermostatic expansion valve
5	19D701	A/C charge valve port (low side)
6	19D734	Manifold and tube assembly A/C compressor
7	19703	A/C compressor
8	19D644	A/C pressure relief valve
9	19D594	A/C pressure transducer
10		Low pressure vapor
11		High pressure vapor
12		Low pressure liquid
13		High pressure liquid
14	19712	A/C condenser core
15	19959	A/C receiver drier
16	19835	Manifold and tube assembly receiver drier
17	19D701	A/C charge valve port (high side)

Dual Automatic Temperature Control (DATC) Module Description

The DATC system automatically maintains a selected temperature for vehicle interior comfort and regulates the volume of airflow between the instrument panel registers, floor ducts, windshield defroster nozzle, and side window demisters. The system will automatically select between fresh and recirculated air with an optional manual override. The DATC system will also include a manual A/C override, blower speed override,

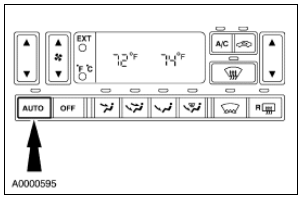
and airflow direction overrides.

The dual temperature zone feature provides the driver and the front seat passenger with their own independent temperature set points. The DATC system provides both the driver and front seat passenger with their selected temperature for interior comfort. In situations where the difference between the driver and the front seat passenger set points are very large, the DATC will tend to favor the driver's setting and make the front seat passenger as comfortable as possible.

The driver and front seat passenger will not have independent air distribution mode or fan controls so the system is dual temperature only. In some cases the passenger temperature set point may influence the air distribution mode or blower speed in automatic mode.

System Air Flow

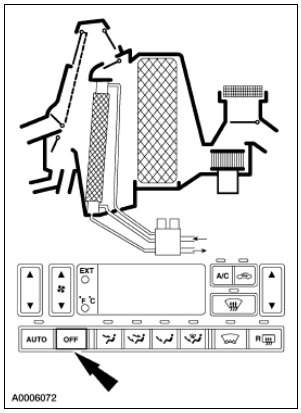
AUTO



When AUTO is selected:

- The temperature control setting(s) are manually set to the desired setting(s).
- The air inlet door actuator is automatically controlled by the DATC module, based on the temperature setting(s), but can be manually overridden by selecting the recirculation button.
- The panel door, floor door, defrost door and cold air bypass door actuators are automatically controlled by the DATC module based on the temperature setting(s), but can be manually overridden by selecting any of the air distribution buttons.
- The dual coolant control valve is automatically controlled by the DATC module based on the temperature setting(s).
- The A/C compressor is automatically controlled by the DATC module based on the temperature setting(s), but can be manually overridden by selecting the A/C button. The A/C compressor will not operate if the outside temperature is lower than approximately 2°C (35°F).
- The blower motor is on. The blower motor speed is automatically controlled by the DATC module based on the temperature setting(s), but can be manually overridden by adjusting the blower speed rocker button.

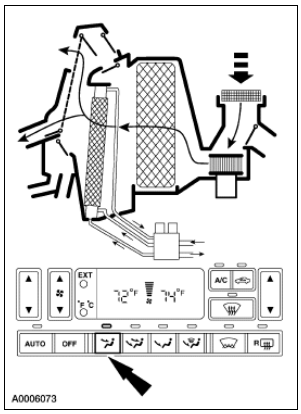
OFF



When OFF is selected:

- The air inlet door actuator positions the air inlet door to close off outside air from entering the passenger compartment.
- The floor door actuator positions the floor door in the open position, and the panel door actuator, defrost door actuator, and cold air bypass door actuator position the panel door, defrost door, and cold air bypass door in the closed positions. This closes off airflow to the defrost duct, the side window demisters and the instrument panel A/C registers.
- The dual coolant control valve is in the closed position, preventing the flow of hot coolant to the heater core.
- The blower motor is off.

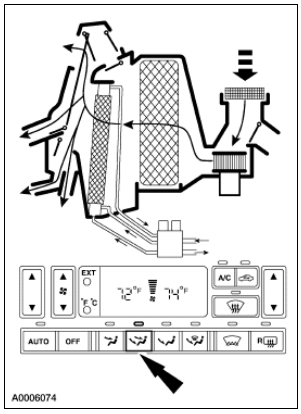
PANEL



When PANEL is selected:

- The Recirc request button is enabled. If the Recirc request button is selected (indicator on), the air inlet door actuator positions the air inlet door to close off outside air from entering the passenger compartment. If the Recirc request button is not selected (indicator off), the air inlet door actuator positions the air inlet door to admit only outside air into the passenger compartment.
- The panel door actuator positions the panel door in the open position and the floor door and defrost door actuators position the floor door and defrost door in the closed position, directing airflow to the instrument panel A/C registers. The cold air bypass door actuator is automatically controlled by the DATC module based on the temperature setting(s).
- The dual coolant control valve is automatically controlled by the DATC module based on the temperature setting(s).
- The A/C request button is enabled. When the A/C request button is selected (indicator on), the A/C compressor will operate if the outside air temperature is above approximately 2°C (35°F). When the A/C request button is not selected (indicator off), the A/C compressor will not operate and the air cannot be cooled below the outside temperature.
- The blower motor is on.

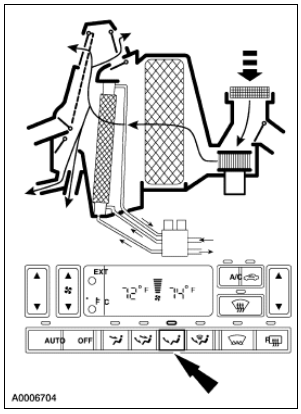
PANEL/FLOOR



When PANEL/FLOOR is selected:

- The Recirc request button is enabled. If the Recirc request button is selected (indicator on), the air inlet door actuator positions the air inlet door as to close off outside air from entering the passenger compartment. If the Recirc request button is not selected (indicator off), the air inlet door actuator positions the air inlet door to admit only outside air into the passenger compartment.
- The panel door and floor door actuators position the panel door and floor door in the open position and the defrost door actuator positions the defrost door in the closed position, directing airflow to the instrument panel A/C registers and the floor duct. The cold air bypass door actuator is automatically controlled by the DATC module based on the temperature setting(s).
- The dual coolant control valve is automatically controlled by the DATC module based on the temperature setting(s).
- The A/C request button is enabled. When the A/C request button is selected (indicator on), the A/C compressor will operate if the outside air temperature is above approximately 2°C (35°F). When the A/C request button is not selected (indicator off), the A/C compressor will not operate and the air cannot be cooled below the outside temperature.
- The blower motor is on.

FLOOR

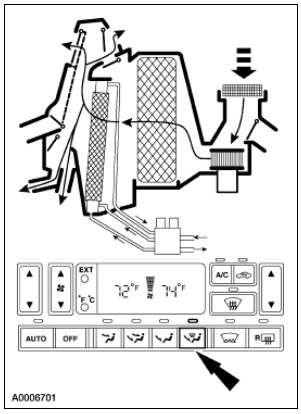


When FLOOR is selected:

- The Recirc request button is enabled. If the Recirc request button is selected (indicator on), the air inlet door actuator positions the air inlet door to close off outside air from entering the passenger compartment. If the Recirc request button is not selected (indicator off), the air inlet door actuator positions the air inlet door as to admit only outside air into the passenger compartment. The DATC will automatically revert to the outside air position after approximately 1 to 4 minutes to prevent window fogging.
- The floor door actuator positions the floor door in the open position and the panel door and defrost door actuators position the panel door and defrost door in the closed position, directing airflow to the

floor duct. A small amount of airflow from the outboard instrument panel A/C registers will be present. The cold air bypass door actuator is automatically controlled by the DATC module based on the temperature setting(s).
- The dual coolant control valve is automatically controlled by the DATC module based on the temperature settings.
- The A/C request button is enabled. When the A/C request button is selected (indicator on), the A/C compressor will operate if the outside air temperature is above approximately 2°C (35°F). When the A/C request button is not selected (indicator off), the A/C compressor will not operate and the air cannot be cooled below the outside temperature.
- The blower motor is on.

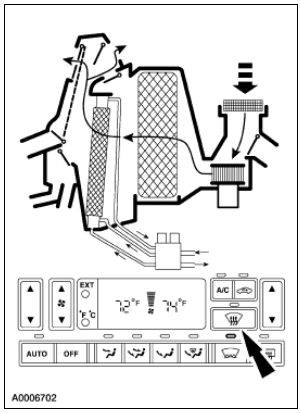
FLOOR/DEFROST



When FLOOR/DEFROST is selected:

- The Recirc request button is enabled. If the Recirc request button is selected (indicator on), the air inlet door actuator positions the air inlet door to close off outside air from entering the passenger compartment. If the Recirc request button is not selected (indicator off), the air inlet door actuator positions the air inlet door as to admit only outside air into the passenger compartment. The DATC will automatically revert to the outside air position after approximately 1 to 4 minutes to prevent window fogging.
- The floor door and defrost door actuators position the floor door and defrost door in the open position and the panel door actuator positions the panel door in the closed position, directing airflow to the floor duct, the windshield defroster ducts, and the side window demisters. A small amount of airflow from the outboard instrument panel A/C registers will be present. The cold air bypass door actuator is automatically controlled by the DATC module based on the temperature setting(s).
- The dual coolant control valve is automatically controlled by the DATC module based on the temperature settings.
- The A/C request button is enabled. When the A/C request button is selected (indicator on), the A/C compressor will operate if the outside air temperature is above approximately 2°C (35°F). When the A/C request button is not selected (indicator off), the A/C compressor will not operate and the air cannot be cooled below the outside temperature.
- The blower motor is on.

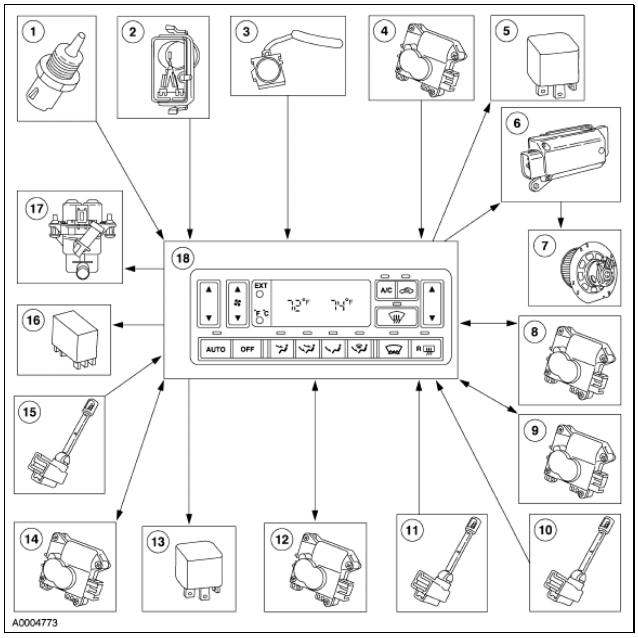
DEFROST



When DEFROST is selected:

- The Recirc request button is disabled. The air inlet door actuator positions the air inlet door to admit only outside air into the passenger compartment.
- The defrost door actuator positions the defrost door in the open position and the panel door, floor door, and cold air bypass door actuators position the panel door, floor door, and cold air bypass door in the closed position, directing airflow to the windshield defroster ducts and the side window demisters. A small amount of airflow from the outboard instrument panel A/C registers will be present.
- The dual coolant control valve is automatically controlled by the DATC module based on the temperature settings.
- The A/C request button is disabled. To reduce fogging, the A/C compressor will operate if the outside air temperature is above approximately 2°C (35°F).
- The blower motor is on.

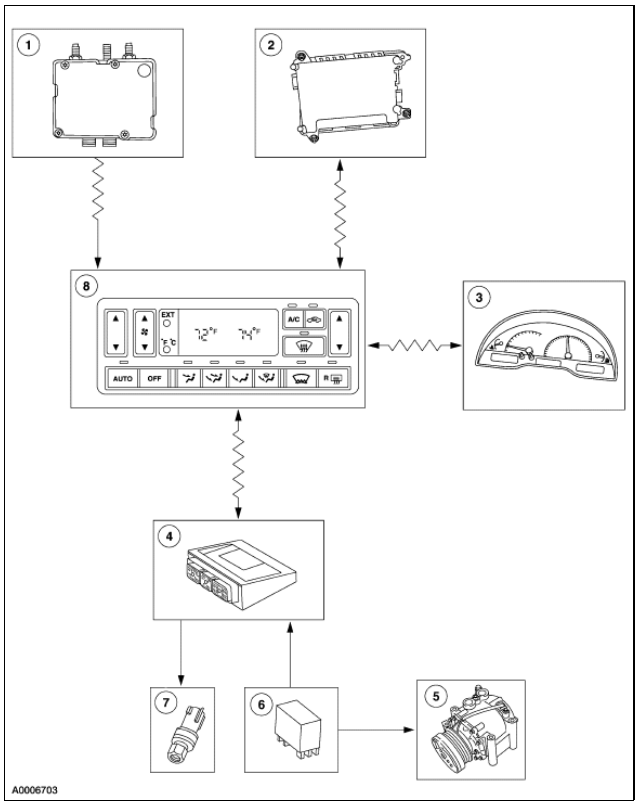
Climate Control System Electrical Components Directly Linked to DATC Module



Item	Part Number	Description
1	12A647	Ambient air temperature sensor
2	19C734	In-vehicle temperature control sensor
3	19E663	Dual sunload sensor
4	19E616	Panel door actuator

5	14N089	Blower motor ignition relay
6	19E624	Blower motor speed control
7	19805	Blower motor
7	18504	Blower wheel (not serviced with motor)
8	19E616	Air inlet door actuator
9	19E616	Cold air bypass door actuator
10	19C734	Passenger air discharge temperature sensor
11	19C734	Evaporator discharge air temperature sensor
12	19E616	Floor door actuator
13	14N089	Heated wiper park relay
14	19E616	Defrost door actuator
15	19C734	Driver air discharge temperature sensor
16	14N089	Electric water pump relay
17	18495	Dual coolant control valve
18	19980	Dual automatic temperature control module

Climate Control System Components J1850 Communications Network (SCP) Linked



Item	Part Number	Description
1	2C219	ABS module
2	24994	Rear electronic module (REM)
3	10849	Instrument cluster module
4	12A696	Powertrain control module
5	19703	A/C compressor
6	14N089	A/C clutch relay
7	19D594	A/C pressure transducer

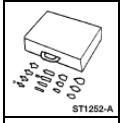
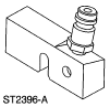
8	19980	Dual automatic temperature control module

Climate Control System

Printable View (984 KB)

Refer to Wiring Diagrams Cell 55 for schematic and connector information.

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-224, New Generation STAR (NGS) Tester 418-F052, or equivalent scan tool with required adapter
ST1137-A	Fluke 77 III Automotive Meter 105-R0056 or equivalent
ST1928-A	R-134a Manifold Gauge Set 176-R032A or equivalent
ST1501-A	A/C Pressure Test Adapter 412-093 (T94P-19623-E)
 ST1252-A	Set, A/C Fittings 412-DS028 (014-00333, D93L-19703B) or equivalent
ST2351-A	Refrigerant Leak Detector 216-00001 or equivalent
ST1474-A	Pressure Test Kit 014-R1072 or equivalent
 ST2396-A	Vacuum Check Fitting, TXV 412 129 or equivalent

Inspection and Verification

1. Verify the customer's concern by operating the climate control system to duplicate the condition.
2. Inspect to determine if one of the following mechanical or electrical concerns apply:

   Visual Inspection Chart

Mechanical	Electrical
• Loose, missing or damaged A/C compressor drive belt • Loose or disconnected A/C	• Fuse(s) • Blower motor inoperative • A/C compressor inoperative

clutch • Broken or leaking refrigerant lines • Obstructed in-vehicle temperature sensor • Disconnected in-vehicle temperature aspirator hose • A/C registers are not working (open/close) • Front floor ducts not in place • Incorrectly installed in-vehicle temperature sensor • Incorrectly installed ambient air temperature sensor	• Circuit short/open. • Disconnected, loose fitting, or incorrectly installed electrical connectors and pins • Cooling fan inoperative • Relays not functional or not installed

3. As pinpoint tests and measurements are being carried out, be sure to inspect for any disconnected, loose-fitting, or incorrectly installed component, module and in-line electrical connectors and pins.

4. If the inspection reveals obvious concerns that can be readily identified, repair as necessary.

5. If the concern remains after the inspection, connect the scan tool to the data link connector (DLC) located beneath the instrument panel and select the vehicle to be tested from the scan tool menu. If the vehicle selection cannot be entered:
    - check that the program card is correctly installed.
    - check the connections to the vehicle.
    - check the ignition switch position.
    - check that the battery voltage is greater than 9V.

If the scan tool still does not allow the vehicle selection to be entered, refer to the scan tool manual.

6. Carry out the Data Link Diagnostic Test using the scan tool. If the scan tool responds with:
    - SCP+, SCP- or UBP circuits fault = ALL MODULE NO RESPONSE/NOT EQUIPPED, go to Module Communication Network Diagnostics to diagnose the network concern.
    - If the powertrain control module (PCM) is not listed for a communication concern, turn the A/C controls to OFF and execute the self-test diagnostics for the PCM.
    - If the DATC module is not listed for a communication concern, execute the self-test diagnostics for the DATC module.

7. If any PCM or DATC DTCs are retrieved, and are related to the concern, go to the Powertrain Control Module Diagnostic Trouble Code (DTC) Index or the Dual Automatic Temperature Control (DATC) Module Diagnostic Trouble Code (DTC) Index in this section to continue the diagnostics.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue the diagnostics.

9. If the DATC module cannot be accessed by the scan tool, Go To Pinpoint Test A .

Dual Electronic Automatic Temperature Control (DATC) Module Diagnostic Trouble Codes DTCs

If using the scan tool or front panel diagnostics to check for DATC DTCs:

1. Check continuous DTCs.

2. Run DATC self-test. Refer to Front Panel DATC Self-Test (On-demand Diagnostic Trouble Codes DTCs).

General Information:

- If the DTC is continuous only and does not appear in the self-test, this indicates an intermittent fault condition, such as a poor wiring connection or a loose terminal. If the DATC does not appear after running the self-test it may also indicate that the DTC may no longer exist.
- If the DTC is continuous and appears in the self-test, this indicates a hard fault. A hard fault suggests a permanent wiring failure, disconnected connector or component failure.

Front Panel DATC Module Self-Test (On-Demand Diagnostic Trouble Codes DTCs)

On-demand DTCs are those that are reported by an ECU when a failure is detected while executing a diagnostic test. For the DATC module this means that all faults (hard) that occur while the module is conducting a self-test shall be reported as an on-demand DTC.

- The DATC module self-test will not detect concerns associated with data link messages such as engine coolant temperature or vehicle speed signals. The scan tool must be used to retrieve these concerns.
- The vehicle interior temperature should be between 0-32°C (32-90°F) when carrying out the self-test. If the temperatures are not within the specified ranges, false temperature sensor DTCs may be displayed.

The DATC module self-test through the front panel display:

- can be initiated at any time. Normal operation of the system stops when the self-test is activated.
- is entered by pressing the OFF and FLOOR buttons simultaneously and then pressing the AUTO button within two seconds. The display will show counts of 1 to 25 in the center of the display window. Record all DTCs displayed.
- concludes by reporting all on-demand DTCs. Follow the diagnostics procedure given under ACTION in the DTC index for each DTC given.
- reports individual on-demand DTCs as four-digit DTCs (less the alpha character).
- will calibrate all the mode doors and check all analog inputs. The DATC module will only report on-demand (hard) faults that occurred while the DATC module was conducting its self-test.
- will light all control panel display segments if no faults are detected.
- will report individual on-demand DTCs without the °C symbol lit.

To exit the self-test, press the defrost button. This will clear all on-demand codes from the DATC module memory. If no button is pushed, DTCs will continue to be displayed.

Upon exit from the self-test the DATC module returns to operational status. The DATC module executes a hard (cold boot) reset which places the DATC system in the OFF mode.

If a condition exists but no DTCs appear during the self-test, GO to Symptom Chart Condition: The DATC System Is Inoperative, Intermittent or Incorrect Operation.

Always exit the self-test before powering the system down (system turned OFF).

Front Panel DATC Module Display Retrieve Continuous Diagnostic Trouble Codes (DTCs)

Continuous DTCs are fault codes recorded by the DATC module which have occurred during normal operation. For the DATC module this means that all faults (intermittent or hard) that occur while the module is in an operational state shall be reported as a continuous DTC.

- To retrieve continuous DTCs, press the OFF and PANEL buttons simultaneously, followed by pressing the AUTO button within two seconds.
- The DATC module will report all continuous DTCs to the vacuum fluorescent (VF) display.
- The DATC module will not carry out a self-test; it will only display continuous faults codes which are stored in memory.
- All VF display segments will light if no faults are detected.
- Individual continuous DTCs will be reported with the °C symbol lit.
- DTCs shall be reported as a four-digit DTC (less the alpha character).
- Pressing the front defrost button will exit the retrieve continuous DTCs mode and clear all continuous DTCs from DATC module memory.
- Pressing any other button (other than DEFROST) will exit the retrieve continuous DTCs mode and maintain all continuous DTCs in DATC module memory.
- Upon exit from the retrieve continuous DTCs mode the DATC module returns to operational status. The DATC module executes a hard (cold boot) reset which places the DATC system in the OFF mode.

Diagnostic Trouble Code Index

Powertrain Control Module (PCM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Action
P1460	WOT A/C cutout internal driver malfunction	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1461	A/C pressure sensor circuit high input	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1462	A/C pressure sensor circuit low input	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1463	A/C pressure sensor insufficient pressure variation	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1469	Low A/C cycling period	REFER to thePowertrain Control/Emissions Diagnosis (PC/ED) manual.
P1474	Low speed fan internal driver failure	REFER to thePowertrain Control/Emissions Diagnosis (PC/ED) manual.
P1479	High speed fan internal driver failure	REFER to thePowertrain Control/Emissions Diagnosis (PC/ED) manual.
P1464	A/C demand out of self-test range	REFER to thePowertrain Control/Emissions Diagnosis (PC/ED) manual.

Dual Electronic Automatic Temperature Control (DATC) Module Diagnostic Trouble Code (DTC) Index

DTC	Run-Time (Intermittent) Faults or Self-Test (Hard) Faults	Description	Action to Take
B1242	1242	Air inlet door actuator circuit failure	Go To Pinpoint Test C .
B1251	1251	In-vehicle temperature sensor circuit open	Go To Pinpoint Test D .
B1253	1253	In-vehicle temperature sensor circuit short to ground	Go To Pinpoint Test D .

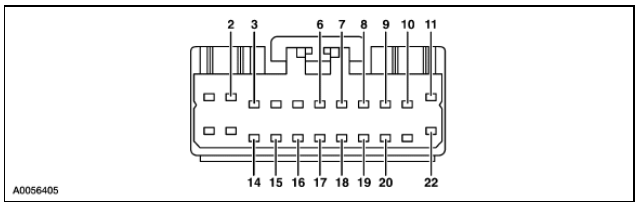
B1255	1255	Ambient air temperature sensor open	Go To Pinpoint Test F .
B1257	1257	Ambient air temperature sensor short to ground	Go To Pinpoint Test F .
B1259	1259	A/C solar radiation sensor open circuit	Go To Pinpoint Test G .
B1261	1261	A/C solar radiation sensor circuit short to ground	Go To Pinpoint Test G .
B1262	1262	Defrost door actuator circuit failure	Go To Pinpoint Test C .
B1263	1263	Panel door actuator circuit failure	Go To Pinpoint Test C .
B1264	1264	Floor door actuator circuit failure	Go To Pinpoint Test C .
B1265	1265	Cold air bypass door actuator circuit failure	Go To Pinpoint Test C .
B1342	1342	ECU defective	INSTALL a new DATC module.
B1676	1676	Battery voltage out of range	
B1946	1946	Evaporator discharge temperature sensor open circuit	Go To Pinpoint Test E .
B1947	1947	Evaporator discharge temperature sensor circuit short to ground	Go To Pinpoint Test E .
B1966	1966	Driver heater core discharge temperature sensor open circuit	Go To Pinpoint Test E .
B1967	1967	Driver heater core discharge temperature sensor short circuit	Go To Pinpoint Test E .
B2428	2428	Passenger heater core discharge temperature sensor open circuit	Go To Pinpoint Test E .
B2429	2429	Passenger heater core discharge temperature sensor short circuit	Go To Pinpoint Test E .
B2477	2477	Module configuration failure	RECONFIGURE the DATC module.
U1041	5041	SCP invalid or missing data for function read vehicle speed	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U1073	5073	SCP invalid or missing data for engine coolant	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U1027	5027	SCP invalid or missing data for engine rpm	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U1178	5178	SCP invalid or missing data for voice command	This code will only appear if the vehicle is equipped with voice command.

U1222	5222	SCP invalid or missing data for interior lamps	

Symptom Chart

Symptom Chart
Connector Circuit Reference

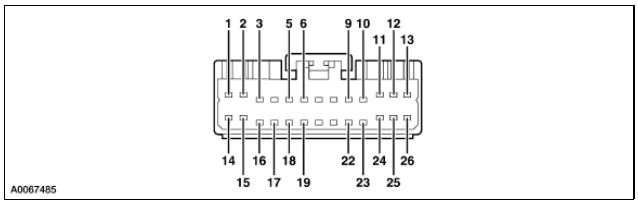
DATC Module C228a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	CKT 31-FA10 (BK) DATC module to blend door actuator	Less than 5 ohms to chassis ground.
3	CKT 20-FA10 (PK/OG) DATC module to ATC solenoid and manifold	Greater than 10 volts to chassis ground with the ignition ON.
6	CKT 8-FA51 WH/BK) DATC module to temperature blend door actuator (RH)	Greater than 10,000 ohms to chassis ground and 0 volts.
7	CKT 8-FA53 (WH/BU) DATC module to temperature blend door actuator (LH)	Greater than 10,000 ohms to chassis ground and 0 volts.
8	CKT 9-FA49 (BN/WH) DATC module to temperature blend door actuator (LH)	Greater than 10,000 ohms to chassis ground and 0 volts.
9	CKT 8-FA48 (WH/GN) DATC module to ATC solenoid and manifold	Resistance of 24,000-37,000 ohms to chassis ground.
10	CKT 8-FA44 (WH/RD) DATC module to ATC solenoid and manifold	Greater than 10,000 ohms to chassis ground and 0 volts.
11	CKT 9-FA1 (BN) DATC module to ATC solenoid and manifold	Resistance of 3,000-5,000 ohms to chassis ground.
14	CKT 29-FA10 (OG/GN) DATC module to ATC solenoid and manifold	Greater than 10 volts at all times.
15	CKT 8-FA45 (WH/BU) DATC module to ATC solenoid and manifold	Greater than 10,000 ohms to chassis ground and 0 volts.
16	CKT 9-FA44 (BN/RD) DATC module to ATC solenoid and manifold	Greater than 10,000 ohms to chassis ground and 0 volts.
17	CKT 8-FA49 (WH/VT) DATC module to ATC solenoid and manifold	Greater than 10,000 ohms to chassis ground and 0 volts.
18	CKT 8-FA47 (WH/GN) DATC module to ATC solenoid and manifold	Greater than 10,000 ohms to chassis ground and 0 volts.
19	CKT 9-FA3 (BN/BU) DATC module to ATC solenoid and manifold	Greater than 10,000 ohms to chassis ground and 0 volts.

20	CKT 10-FA53 (GY/VT) DATC module to ATC solenoid and manifold	Greater than 10,000 ohms to chassis ground and 0 volts.
22	CKT 7-FA1 (YE) DATC module to ATC solenoid and manifold	Resistance of 800-1,000 ohms to chassis ground.

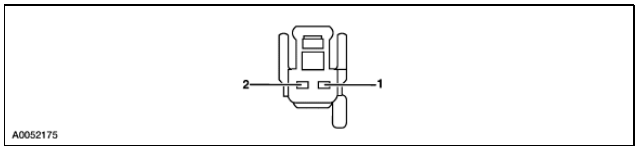
DATC Module C228b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-FB5 (WH/BK) ground	Approximately 0-5 volts with the DATC ON.
2	CKT 8-FB2 (WH/RD) ground	Approximately 0-5 volts with the DATC ON.
3	CKT 8-FB7 (WH) voltage supplied ignition on	Approximately 0-5 volts with the DATC ON.
5	CKT 91S-FB3 (BN/BU) DATC module to front blower motor speed control module	Greater than 10 volts at all times.
6	CKT 91S-FB4 (BN/GN) sensor signal return (ground)	Greater than 10 volts at all times.
9	CKT 33-FB8 (YE/RD) DATC module to temperature blend door actuator (LH)	Greater than 10,000 ohms to chassis ground and 0 volts.
10	CKT 32-FB8 (WH/RD) DATC module to temperature blend door actuator (RH)	Greater than 10,000 ohms to chassis ground and 0 volts.
11	CKT 32-FB2 (WH/RD) DATC module to temperature blend door actuator (RH)	Greater than 10,000 ohms to chassis ground and 0 volts.
12	CKT 33-FB2 (YE/RD) DATC module to temperature blend door actuator (RH)	Greater than 10,000 ohms to chassis ground and 0 volts.
13	CKT 32-FB5 (WH/BK) voltage supplied at all times	Greater than 10,000 ohms to chassis ground and 0 volts.
14	CKT 9-FA48 (BN/GN) DATC module to temperature blend door actuator (RH)	Approximately 0-5 volts with the DATC ON.
15	CKT 8-FB8 (WH/RD) front blower motor speed control input	Approximately 0-5 volts with the DATC ON.
16	CKT 8-FB6 (WH/VT) solar radiation sensor input (RH)	Approximately 0-5 volts with the DATC ON.
17	CKT 9-FA2 (BN/RD) ambient air temperature sensor input	Approximately 0-5 volts with the DATC ON.
18	CKT 91S-FA76 (BN/BU) solar radiation sensor input (LH)	Greater than 10 volts at all times.
19	CKT 31S-FA23 (BK/BU) DATC module to temperature blend door actuator (RH)	Greater than 10 volts at all times.

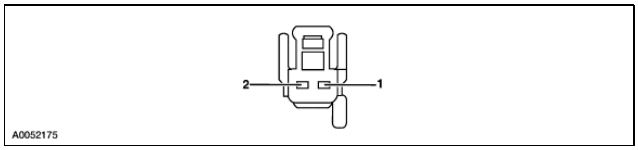
22	CKT 32-FB6 (WH/VT) DATC module to blend door actuator	Greater than 10,000 ohms to chassis ground and 0 volts.
23	CKT 33-FB6 (YE/VT) DATC module to blend door actuator	Greater than 10,000 ohms to chassis ground and 0 volts.
24	CKT 32-FB7 (WH)) DATC module to blend door actuator	Greater than 10,000 ohms to chassis ground and 0 volts.
25	CKT 33-FB7 (YE) DATC module to blend door actuator	Greater than 10,000 ohms to chassis ground and 0 volts.
26	CKT 33-FB5 (YE/BK) DATC module to blend door actuator	Greater than 10,000 ohms to chassis ground and 0 volts.

In-Vehicle Temperature Sensor C233



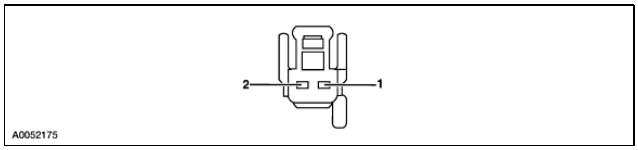
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-FA48 (WH/GN) in-vehicle air temperature sensor input	Approximately 5 volts with the DATC ON.
2	CKT 9-FA48 (BN/GN) sensor signal return (ground)	Less than 5 ohms to chassis ground.

Discharge Temperature Sensor (LH) C235



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-FA47 (WH/GN) LH discharge temperature sensor input	Approximately 5 volts with the DATC ON.
2	CKT 9-FA47 (BN/GN) sensor signal return (ground)	Less than 5 ohms to chassis ground.

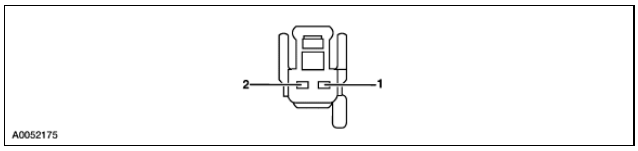
Discharge Temperature Sensor (RH) C255



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

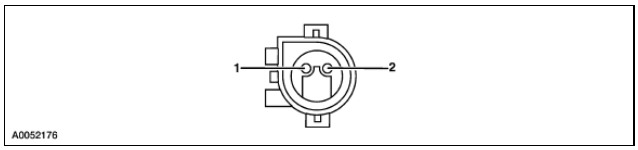
1	CKT 8-FA51 (WH/BK) RH discharge temperature sensor input	Approximately 5 volts with the DATC ON.
2	CKT 9-FA51 (BN/YE) sensor signal return (ground)	Less than 5 ohms to chassis ground.

Evaporator Discharge Air Temperature Sensor C296



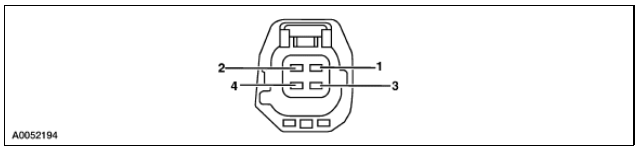
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 9-FA44 (BN/RD) sensor signal return (ground)	Less than 5 ohms to chassis ground.
2	CKT 8-FA44 (WH/RD) evaporator discharge air temperature sensor input	Approximately 5 volts with the DATC ON.

Ambient Air Temperature Sensor C132



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 8-FA49 (WH/VT) ambient air temperature sensor input	Approximately 5 volts with the DATC ON.
2	CKT 9-FA49 (BN/WH) sensor signal return (ground)	Less than 5 ohms to chassis ground.

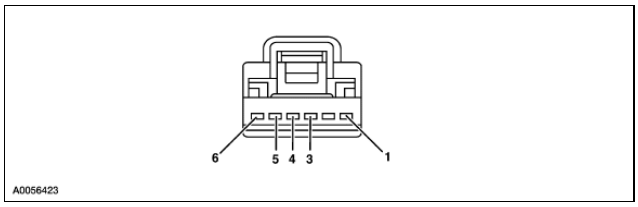
Blower Motor Speed Control Module C297



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 31S-FA18 (BK/RD) blower motor speed control module to blower motor	Greater than 10,000 ohms to chassis ground and 0 volts.
2	CKT 31-FA45 (BK) blower motor speed control module ground	Less than 5 ohms to chassis ground.
3	CKT 8-FA45 (WH/BU) DATC module to blower motor speed control module input	Less than 1 volt in the lowest blower setting to greater than 4.5

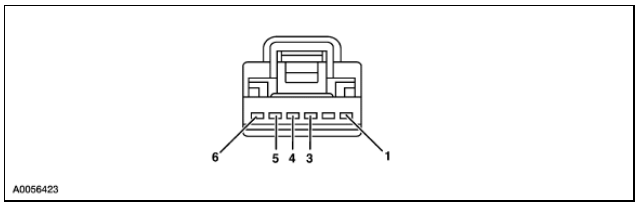
		volts in the highest blower setting.
4	CKT 30S-FA18 (RD/BK) voltage supply to blower motor speed control module	Greater than 10 volts with the DATC ON.

Cool Air Bypass Door Actuator C295



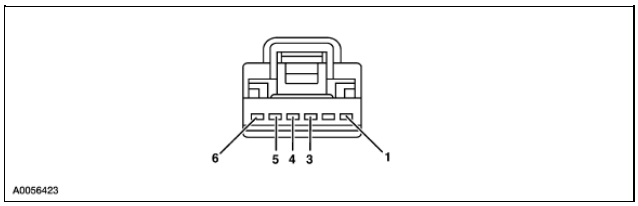
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 32-FB2 (WH/RD) cool air bypass door actuator close circuit	Greater than 10,000 ohms to chassis ground and 0 volts.
3	CKT 8-FB2 (WH/RD) cool air bypass door actuator feedback circuit	Less than 5 ohms chassis ground.
4	CKT 9-FB2 (BN/RD) cool air bypass door actuator ground	Less than 5 ohms chassis ground.
5	CKT 7-FB2 (YE/RD) cool air bypass door actuator reference voltage	Greater than 4.5 volts to chassis ground with the DATC ON.
6	CKT 33-FB2 (YE/RD) cool air bypass door actuator open circuit	Greater than 10,000 ohms to chassis ground and 0 volts.

Air Inlet Door Actuator C289



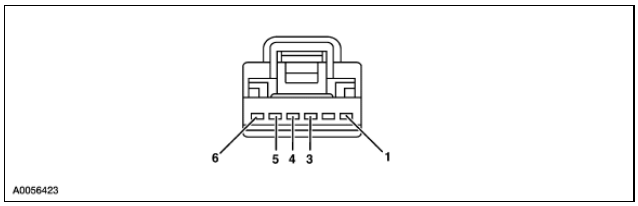
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-FB8 (YE/RD) door actuator close circuit	Greater than 10,000 ohms to chassis ground and 0 volts.
3	CKT 8-FB8 (WH/RD) door actuator feedback circuit	Less than 5 ohms chassis ground.
4	CKT 7-FB8 (YE/RD) door actuator reference voltage	Greater than 4.5 volts to chassis ground with the DATC ON.
5	CKT 9-FB8 (BN/RD) door actuator ground	Less than 5 ohms chassis ground.
6	CKT 32-FB8 (WH/RD) door actuator open circuit	Greater than 10,000 ohms to chassis ground and 0 volts.

Floor Mode Door Actuator C234



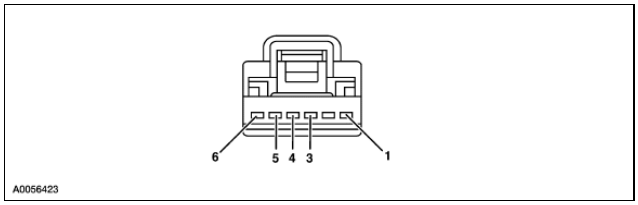
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 32-FB6 (WH/VT) door actuator open circuit	Greater than 10,000 ohms to chassis ground and 0 volts.
3	CKT 8-FB6 (WH/VT) door actuator feedback circuit	Less than 5 ohms chassis ground.
4	CKT 9-FB6 (BN/WH) door actuator ground	Less than 5 ohms chassis ground.
5	CKT 7-FB6 (YE/VT) door actuator reference voltage	Greater than 4.5 volts to chassis ground with the DATC ON.
6	CKT 33-FB6 (YE/VT) door actuator close circuit	Greater than 10,000 ohms to chassis ground and 0 volts.

Panel Mode Door Actuator C236



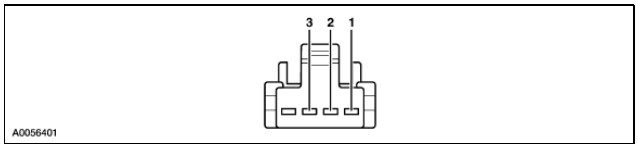
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-FB7 (YE) door actuator close circuit	Greater than 10,000 ohms to chassis ground and 0 volts.
3	CKT 8-FB7 (WH) door actuator feedback circuit	Less than 5 ohms chassis ground.
4	CKT 7-FB7 (YE) door actuator reference voltage	Greater than 4.5 volts to chassis ground with the DATC ON.
5	CKT 9-FB7 (BN) door actuator ground	Less than 5 ohms chassis ground.
6	CKT 32-FB7 (WH) door actuator open circuit	Greater than 10,000 ohms to chassis ground and 0 volts.

Defrost Mode Door Actuator C232



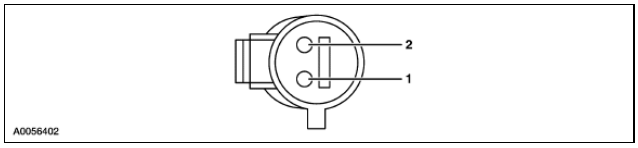
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 33-FB5 (YE/BK) door actuator close circuit	Greater than 10,000 ohms to chassis ground and 0 volts.
3	CKT 8-FB5 (WH/BK) door actuator feedback circuit	Less than 5 ohms chassis ground.
4	CKT 7-FB5 (YE/BK) door actuator reference voltage	Greater than 4.5 volts to chassis ground with the DATC ON.
5	CKT 9-FB5 (BN/YE) door actuator ground	Less than 5 ohms chassis ground.
6	CKT 32-FB5 (WH/BK) door actuator open circuit	Greater than 10,000 ohms to chassis ground and 0 volts.

Solar Radiation Sensor C286



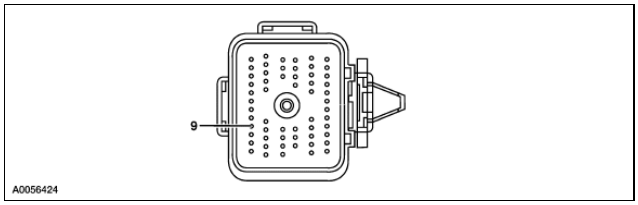
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 10-FA53 (GY/VT) solar radiation sensor input	Greater than 4.5 volts to chassis ground with the DATC ON.
2	CKT 9-FA53 (BN/BU) ground	Less than 5 ohms chassis ground.
3	CKT 8-FA53 (WH/BU) solar radiation sensor input	Greater than 4.5 volts to chassis ground with the DATC ON.

A/C Compressor Clutch Field Coil C100



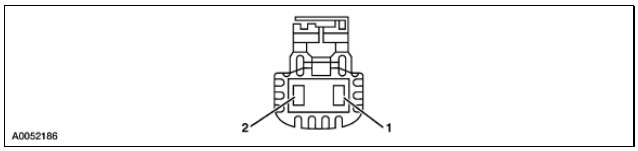
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 15-FA6 (GN/YE) A/C compressor clutch relay switched output	Greater than 10 volts with the A/C commanded on.
2	CKT 31-FA6 (BK/YE) ground	Less than 5 ohms chassis ground.

Powertrain Control Module (PCM) C175a



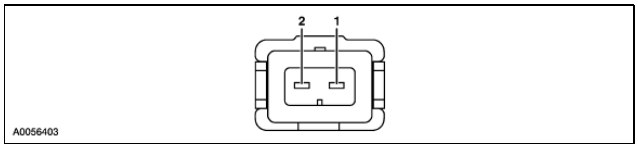
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
9	CKT 91S-FA79 (BN/BU) A/C compressor clutch relay control	Greater than 10 volts with the ignition on.

Blower Motor C288



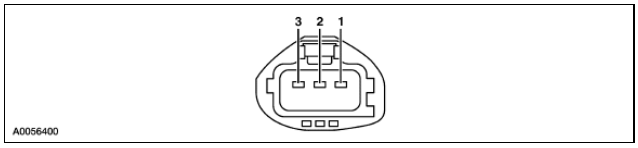
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 30S-FA18 (RD/BK) blower motor relay switched output	Greater than 10 volts with the DATC ON.
2	CKT 31S-FA18 (BK/RD) blower motor relay to blower motor control module	Resistance of less than 5 ohms to chassis ground with blower in the highest setting.

Auxiliary Coolant Pump Motor C163



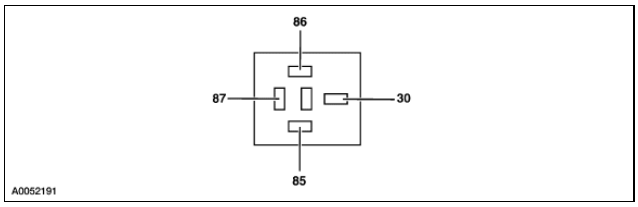
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 30S-FB1 (RD/YE) auxiliary coolant pump motor switched voltage from the auxiliary coolant pump relay.	Greater than 10 volts with the auxiliary coolant pump relay ON.
2	CKT 31-FB1 (BK/YE) auxiliary coolant pump ground	Less than 5 ohms to chassis ground.

Coolant Control Valve Solenoid C1034



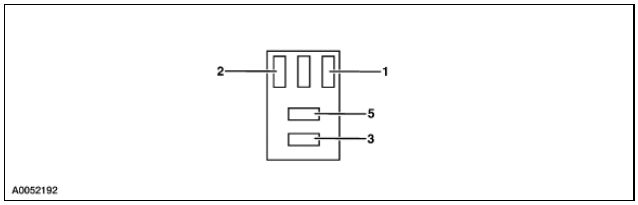
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 91S-FB4 (BN/GN) auxiliary temperature blend door actuator feed	Less than 5 ohms with the DATC in full COOL mode.
2	CKT 30-FB3 (RD/OG) front auxiliary controls to rear auxiliary controls	Greater than 10 volts at all times.
3	CKT 91S-FB3 (BN/BU) front auxiliary controls to rear auxiliary controls	Less than 5 ohms with the DATC in full COOL mode.

Blower Motor Relay



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
30	CKT 30-FA24 (RD/OG) blower motor relay switch voltage	Greater than 10 volts at all times.
85	CKT 31S-FA23 (BK/BU) blower motor relay control from DATC module	Less than 100 ohms to chassis ground with the blower in the lowest setting.
86	CKT 30-FA24 (RD/OG) blower motor relay coil voltage	Greater than 10 volts at all times.
87	CKT 30S-FA18 (RD/BK) blower motor relay switched output	Less than 5 ohms to chassis ground with the blower in the highest setting.

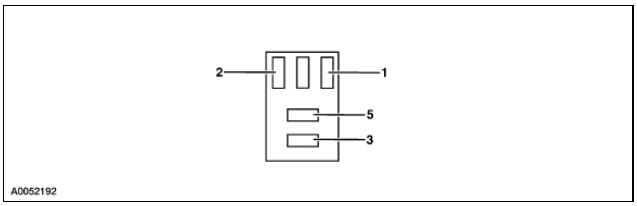
A/C Compressor Clutch Relay



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 15S-FA79 (GN/RD) A/C clutch relay coil voltage	Greater than 10 volts with the ignition on.

2	CKT 91S-FA79 (BN/BU) A/C compressor clutch relay control	Resistance of less than 5 ohms to chassis ground when the A/C is commanded on.
3	CKT 30-FA79 (RD/OG) A/C clutch relay switch voltage	Greater than 10 volts at all times.
5	CKT 15S-FA6 (GN/YE) A/C compressor clutch relay switched output	Less than 100 ohms to chassis ground.

Auxiliary Coolant Pump Relay



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	CKT 30-FA74 (RD/GN) auxiliary coolant pump relay coil voltage	Greater than 10 volts at all times.
2	CKT 91S-FA76 (BN/BU) auxiliary coolant pump relay control	Resistance of less than 5 ohms to chassis ground when the auxiliary coolant pump relay is commanded on.
3	CKT 30-FA74 (RD/GN) auxiliary coolant pump relay switch voltage	Greater than 10 volts at all times.
5	CKT 30S-FB1 (RD/YE) auxiliary coolant pump relay switched output	Less than 100 ohms to chassis ground.

Pinpoint Test A: No Communication With The Dual Automatic Temperature Control (DATC) Module

Normal Operation

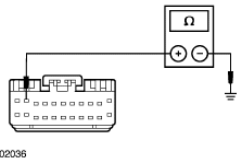
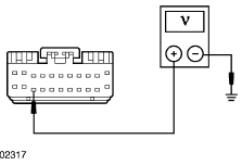
Under normal operation, the Dual Automatic Temperature Control (DATC) module receives battery voltage through circuit 29-FA10 (OG/GN) and ignition voltage through circuit 20-FA10 (PK/OG). A ground is provided for the DATC module through circuit 31-FA10 (BK).

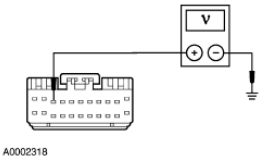
Possible Causes

- An open in circuit 29-FA10 (OG/GN), 20-FA10 (PK/OG) or 31-FA10 (BK).
- DATC module.

PINPOINT TEST A: NO COMMUNICATION WITH THE DUAL AUTOMATIC TEMPERATURE CONTROL (DATC) MODULE

Test Step	Result / Action to Take
A1 CHECK THE CJB FUSE 220 (10A)	
• Key in OFF position.	**Yes** GO to A2 .

• Turn the headlights on. • **Does the DATC backlighting come on?**	**No** INSTALL a new fuse. TEST the system for normal operation.
A2 CHECK THE CJB FUSE 214 (10A)	
• Key in ON position. • **Does the vacuum fluorescent (VF) display and indicators come on when DATC buttons are pushed?**	**Yes** GO to A3 . **No** INSTALL a new fuse. TEST the system for normal operation.
A3 CHECK CIRCUIT 31-FA10 (BK) FOR AN OPEN	
• Disconnect: DATC Module C228a. • Measure the resistance between DATC module C228a-2, circuit 31-FA10 (BK), harness side and ground.  A0002036 • **Is the resistance less than 5 ohms?**	**Yes** GO to A4 . **No** REPAIR circuit 31-FA10 (BK). TEST the system for normal operation.
A4 CHECK CIRCUIT 29-FA10 (OG/GN) FOR VOLTAGE	
• Key in ON position. • Measure the voltage between DATC module C228a-14, circuit 29-FA10 (OG/GN), harness side and ground.  A0002317 • **Is the voltage greater than 10 volts?**	**Yes** GO to A5 . **No** REPAIR circuit 29-FA10 (OG/GN). TEST the system for normal operation.
A5 CHECK CIRCUIT 20-FA10 (PK/OG) FOR VOLTAGE	
• Key in ON position. • Measure the voltage between DATC module C228a-3, circuit 20-FA10 (PK/OG), harness side and ground.	**Yes** Diagnose the network concern. **No** REPAIR circuit 20-FA10 (PK/OG). TEST the system for normal operation.

 A0002318 • **Is the voltage greater than 10 volts?**	

Pinpoint Test B: The DATC System Is Inoperative, Intermittent or Incorrect Operation

Normal Operation

Under normal operation, the Dual Automatic Temperature Control (DATC) module receives battery voltage through circuit 29-FA10 (OG/GN) and ignition voltage through circuit 20-FA10 (PK/OG). A ground is provided for the DATC module through circuit 31-FA10 (BK).

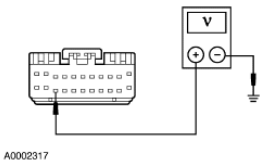
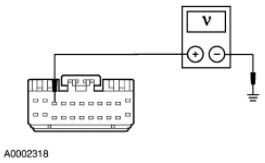
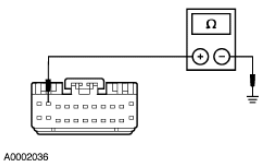
Possible Causes

- An open in circuit 29-FA10 (OG/GN), 20-FA10 (PK/OG) or 31-FA10 (BK).
- DATC module.

PINPOINT TEST B: THE DATC SYSTEM IS INOPERATIVE, INTERMITTENT OR INCORRECT OPERATION

Test Step	Result / Action to Take
B1 VERIFY AUTOMATIC OPERATION	
• Key in START position. • Press the AUTOMATIC button. • **Does the indicator above the AUTO button illuminate and the selected temperature for both the driver and passenger appear in the display window?**	**Yes** GO to B2 . **No** GO to B11 .
B2 PERFORM THE DATC MODULE SELF-TEST	
• Key in ON position. • Carry out the DATC module self-test. Record the DTCs displayed, if any. • **Were any DTCs displayed as a result of the DATC self-test?**	**Yes** REFER to the DATC Module Diagnostic Trouble Code (DTC) Index. CARRY OUT the necessary diagnosis and REPAIR as required. **No** GO to B3 .
B3 CHECK THE VACUUM FLUORESCENT DISPLAY	
• Exit self-test by pressing the DEFROST button. Observe the button indicators and function symbols displayed on the vacuum fluorescent display while changing the temperature, blower speed and functions. • **Are the display and indicators correct and complete without any missing elements?**	**Yes** GO to B4 . **No** INSTALL a new DATC module. TEST the system for normal operation.

B4 CHECK THE BLOWER MANUAL OVERRIDE OPERATION	
• Press the blower motor speed override control fully up and down. • **Does the blower motor speed increase from low to high speed?**	**Yes** GO to B5 . **No** If the blower motor is inoperative, Go To Pinpoint Test N . If the blower motor does not operate correctly, Go To Pinpoint Test O .
B5 VERIFY THE DEFROST OVERRIDE OPERATION	
• Press the override button for DEFROST operation. • **Is outside air being discharged from the windshield defroster nozzle and the side window demisters?**	**Yes** GO to B6 . **No** Go To Pinpoint Test C .
B6 VERIFY THE FLOOR OVERRIDE OPERATION	
• Press the override button for FLOOR operation. • **Is outside air being discharged from the floor duct?**	**Yes** GO to B7 . **No** Go To Pinpoint Test C .
B7 VERIFY THE VENT OVERRIDE OPERATION	
• Press the override button for VENT operation. • **Is outside air being discharged from the instrument panel registers?**	**Yes** GO to B8 . **No** Go To Pinpoint Test C .
B8 VERIFY THE A/C CLUTCH DOES NOT ENGAGE IN THE VENT MODE	
• Press the override button for VENT operation. • **Does the A/C clutch engage when the VENT override button is pressed?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to B9 .
B9 VERIFY THE RECIRC OVERRIDE OPERATION	
• Press the VENT and RECIRC override buttons. • **Is recirculated air being discharged from the instrument panel registers?**	**Yes** GO to B10 . **No** Go To Pinpoint Test C .
B10 VERIFY A/C CLUTCH ENGAGEMENT IN THE A/C MODE	
• Press the VENT and A/C override buttons for A/C operation.	**Yes** The test is complete. The system is functioning normally.

• **Does the A/C clutch engage when the VENT and A/C override buttons are pressed?**	**No** Go To Pinpoint Test L .
B11 CHECK THE DATC MODULE FUNCTIONS	
• Press each function button and observe the display. • **Does the DATC perform and display any functions?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** GO to B12 .
B12 CHECK THE VOLTAGE TO THE DATC	
• Key in OFF position. • Disconnect: DATC C228b. • Key in ON position. • Measure the voltage between ground and DATC module C228b-14, circuit 29-FA10 (OG/GN).  A0002317 • Measure the voltage between ground and DATC module C228b-3, circuit 20-FA10 (PK/OG).  A0002318 • **Are the voltages greater than 10 volts?**	**Yes** GO to B13 . **No** REPAIR the affected circuit. TEST the system for normal operation.
B13 CHECK THE GROUND CIRCUIT TO THE DATC	
• Key in OFF position. • Measure the resistance between the DATC module C228b-2, circuit 31-FA10 (BK) and ground.  A0002036 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR circuit 31-FA10 (BK) for an open. TEST the system for normal operation.

Pinpoint Test C: Incorrect/Erratic Direction Of Airflow From Outlets

Normal Operation

Under normal operation, to open the mode doors, the DATC module supplies the cold air bypass, air inlet, defrost, panel mode and floor mode door actuator motors voltage through the door actuator open circuits and ground through the door actuator close circuits. To close the mode doors, the DATC module reverses the voltage and ground circuits.

The mode door actuator feedback resistors are supplied a ground from the DATC module by the mode door actuator return circuits and a 5-volt reference voltage on the mode door actuator reference circuits. The DATC module reads the voltage on the mode door actuator feedback circuits to determine the mode door actuator position by the position of the actuator feedback resistor wiper arm.

Door actuator open circuits

- Cold air bypass 32-FB2 (WH/RD)
- Air inlet 32-FB8 (WH/RD)
- Defrost 32-FB5 (WH/BK)
- Panel mode 32-FB7 (WH)
- Floor mode 32-FB6 (WH/VT)

Door actuator close circuits

- Cold air bypass 33-FB2 (YE/RD)
- Air inlet 33-FB8 (YE/RD)
- Defrost 33-FB5 (YE/BK)
- Panel mode 33-FB7 (YE)
- Floor mode 33-FB6 (YE/VT)

Door actuator return circuits

- Cold air bypass 9-FB2 (BN/RD)
- Air inlet 9-FB8 (BN/RD)
- Defrost 9-FB5 (BN/YE)
- Panel mode 9-FB7 (BN)
- Floor mode 9-FB6 (BN/WH)

Door actuator reference circuits

- Cold air bypass 7-FB2 (YE/RD)
- Air inlet 7-FB8 (YE/RD)
- Defrost 7-FB5 (YE/BK)
- Panel mode 7-FB7 (YE)
- Floor mode 7-FB6 (YE/VT)

Door actuator feedback circuits

- Cold air bypass 8-FB2 (WH/RD)
- Air inlet 8-FB8 (WH/RD)
- Defrost 8-FB5 (WH/BK)
- Panel mode 8-FB7 (WH)
- Floor mode 8-FB6 (WH/VT)

Possible Causes

- An open, short to voltage, ground or together in door actuator open, close, return, reference or feedback circuits.
- Cold air bypass, air inlet, defrost, panel mode and floor mode door actuator motor.
- DATC module.
- Stuck or bound linkage or door.

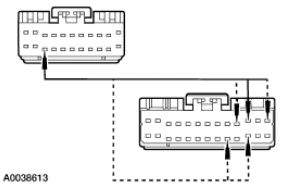
PINPOINT TEST C: INCORRECT/ERRATIC DIRECTION OF AIRFLOW FROM OUTLETS

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>C1 REQUEST CONTINUOUS DTCs AND CARRY OUT THE DATC SELF-TEST</td><td></td></tr>
<tr><td>• Key in ON position.
• Request Continuous DTCs and carry out the DATC Module Self-Test. Record the DTCs displayed, if any.
• Were any DTCs displayed?</td><td>Yes
Record any DTCs displayed. GO to C3 .

No
GO to C2 .</td></tr>
<tr><td>C2 CHECK THE ACTUATOR DOOR AND LINKAGE</td><td></td></tr>
<tr><td>• Inspect the actuator door and linkage for a binding or sticking condition.
• Was a condition found?</td><td>Yes
REPAIR the door or linkage. TEST the system for normal operation.

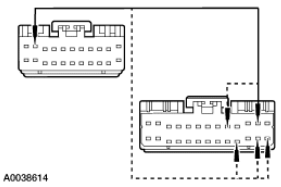
No
INSTALL a new DATC module. TEST the system for normal operation.</td></tr>
<tr><td>C3 CHECK THE DOOR ACTUATOR OPEN OPERATION</td><td></td></tr>
<tr><td>• Key in OFF position.
• Disconnect: DATC Module C228a.
• Disconnect: DATC Module C228b.
• Connect a fused jumper wire between DATC module C228a-14, circuit 29-FA10 (OG/GN), harness side and harness side of the connector/pin indicated below that corresponds to the recorded DTC(s).

<table>
<tr><th>DTC</th><th>Pin</th><th>Circuit</th><th>Actuator/ Door</th></tr>
<tr><td>B1265</td><td>C228b-11</td><td>32-FB2 (WH/RD)</td><td>Cold Air Bypass</td></tr>
<tr><td>B1242</td><td>C228b-10</td><td>32-FB8 (WH/RD)</td><td>Air Recirculation</td></tr>
<tr><td>B1262</td><td>C228b-13</td><td>32-FB5 (WH/BK)</td><td>Defrost</td></tr>
<tr><td>B1263</td><td>C228b-24</td><td>32-FB7 (WH)</td><td>Panel Mode</td></tr>
<tr><td>B1264</td><td>C228b-22</td><td>32-FB6 (WH/VT)</td><td>Floor Mode</td></tr>
</table>

 
A0038613
• Connect a fused jumper wire between DATC module C228a-2, circuit 31-FA10 (BK), harness side and harness side of the connector/pin indicated below that corresponds to the recorded DTC(s).</td><td>Yes
GO to C4 .

No
GO to C5 .</td></tr>
</table>

DTC	Pin	Circuit	Actuator/ Door
B1265	C228b-12	33-FB2 (YE/RD)	Cold Air Bypass
B1242	C228b-9	33-FB8 (YE/RD)	Air Recirculation
B1262	C228b-26	33-FB5 (YE/BK)	Defrost
B1263	C228b-25	33-FB7 (YE)	Panel Mode
B1264	C228b-23	33-FB6 (YE/VT)	Floor Mode

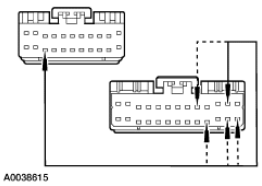


- **Does the actuator motor move in the open direction?**

C4 CHECK THE DOOR ACTUATOR CLOSE OPERATION

- Connect a fused jumper wire between DATC module C228a-14, circuit 29-FA10 (OG/GN), harness side and harness side of the connector/pin indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Actuator/ Door
B1265	C228b-12	33-FB2 (YE/RD)	Cold Air Bypass
B1242	C228b-9	33-FB8 (YE/RD)	Air Recirculation
B1262	C228b-26	33-FB5 (YE/BK)	Defrost
B1263	C228b-25	33-FB7 (YE)	Panel Mode
B1264	C228b-23	33-FB6 (YE/VT)	Floor Mode



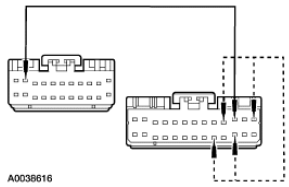
- Connect a fused jumper wire between DATC module C228a-2, circuit 31-FA10 (BK), harness side and harness side of the connector/pin indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Actuator/ Door
B1265	C228b-11	32-FB2 (WH/RD)	Cold Air Bypass

Yes
GO to C11 .

No
GO to C5 .

B1242	C228b-10	32-FB8 (WH/RD)	Air Recirculation
B1262	C228b-13	32-FB5 (WH/BK)	Defrost
B1263	C228b-24	32-FB7 (WH)	Panel Mode
B1264	C228b-22	32-FB6 (WH/VT)	Floor Mode

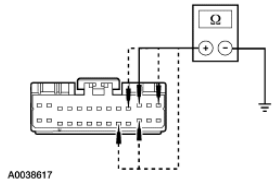


- **Does the actuator motor move in the closed direction?**

C5 CHECK ACTUATOR MOTOR OPEN CIRCUIT FOR A SHORT TO GROUND

- Disconnect: Affected Actuator.
- Measure the resistance between the harness side of the connector/pin indicated below that corresponds to the recorded DTC(s) and ground.

DTC	Pin	Circuit
B1265	C228b-11	32-FB2 (WH/RD)
B1242	C228b-10	32-FB8 (WH/RD)
B1262	C228b-13	32-FB5 (WH/BK)
B1263	C228b-24	32-FB7 (WH)
B1264	C228b-22	32-FB6 (WH/VT)



- **Is the resistance greater than 10,000 ohms?**

Yes
GO to C6 .

No
REPAIR the affected circuit for a short to ground. TEST the system for normal operation.

C6 CHECK ACTUATOR MOTOR CLOSE CIRCUIT FOR A SHORT TO GROUND

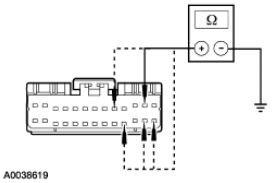
- Measure the resistance between the harness side of the connector/pin indicated below that corresponds to the recorded DTC(s) and ground.

DTC	Pin	Circuit
B1265	C228b-12	33-FB2 (YE/RD)

Yes
GO to C7 .

No
REPAIR the affected circuit for a short to ground. TEST the system for normal operation.

B1242	C228b-9	33-FB8 (YE/RD)
B1262	C228b-26	33-FB5 (YE/BK)
B1263	C228b-25	33-FB7 (YE)
B1264	C228b-23	33-FB6 (YE/VT)

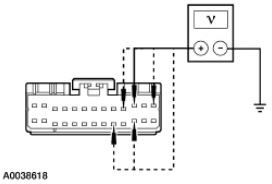


- **Is the resistance greater than 10,000 ohms?**

C7 CHECK ACTUATOR MOTOR OPEN CIRCUIT FOR A SHORT TO POWER

- Key in ON position.
- Measure the voltage between the harness side of the connector/pin indicated below that corresponds to the recorded DTC(s) and ground.

DTC	Pin	Circuit
B1265	C228b-11	32-FB2 (WH/RD)
B1242	C228b-10	32-FB8 (WH/RD)
B1262	C228b-13	32-FB5 (WH/BK)
B1263	C228b-24	32-FB7 (WH)
B1264	C228b-22	32-FB6 (WH/VT)



- **Is voltage present?**

Yes
REPAIR the affected circuit for a short to power. TEST the system for normal operation.

No
GO to C8 .

C8 CHECK ACTUATOR MOTOR CLOSE CIRCUIT FOR A SHORT TO POWER

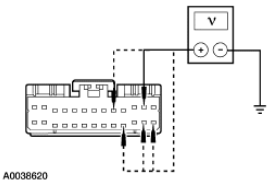
- Measure the voltage between the harness side of the connector/pin indicated below that corresponds to the recorded DTC(s) and ground.

DTC	Pin	Circuit
B1265	C228b-12	33-FB2 (YE/RD)

Yes
REPAIR the affected circuit for a short to power. TEST the system for normal operation.

No
GO to C9 .

B1242	C228b-9	33-FB8 (YE/RD)
B1262	C228b-26	33-FB5 (YE/BK)
B1263	C228b-25	33-FB7 (YE)
B1264	C228b-23	33-FB6 (YE/VT)

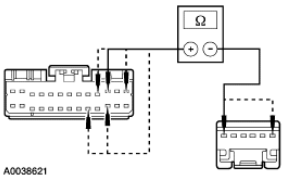


- **Is voltage present?**

C9 CHECK ACTUATOR MOTOR OPEN CIRCUIT FOR AN OPEN

- Key in OFF position.
- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin
B1265	C228b-11	32-FB2 (WH/RD)	C295-1
B1242	C228b-10	32-FB8 (WH/RD)	C289-6
B1262	C228b-13	32-FB5 (WH/BK)	C232-6
B1263	C228b-24	32-FB7 (WH)	C236-6
B1264	C228b-22	32-FB6 (WH/VT)	C234-1



- **Is the resistance less than 5 ohms?**

Yes
GO to C10 .

No
REPAIR the affected circuit for an open. TEST the system for normal operation.

C10 CHECK ACTUATOR MOTOR CLOSE CIRCUIT FOR AN OPEN

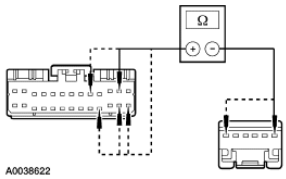
- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin
B1265	C228b-12	33-FB2 (YE/RD)	C295-6
B1242	C228b-9	33-FB8 (YE/RD)	C289-1

Yes
INSPECT for binding or stuck linkage/door. If no condition is found, INSTALL a new door actuator. TEST the system for normal operation.

No
REPAIR the affected circuit for an open. TEST the system for normal

B1262	C228b-26	33-FB5 (YE/BK)	C232-1
B1263	C228b-25	33-FB7 (YE)	C236-1
B1264	C228b-23	33-FB6 (YE/VT)	C234-6



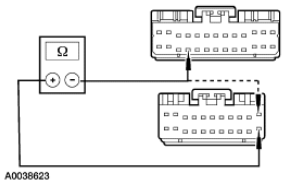
- **Is the resistance less than 5 ohms?**

operation.

C11 CHECK THE FEEDBACK POTENTIOMETER TOTAL RESISTANCE

- Connect: Affected Actuator.
- Disconnect: Actuators Not Affected.
- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin	Circuit
B1265	C228a-11	9-FA1 (BN)	C228a-22	7-FA1 (YE)
B1242	C228a-11	9-FA1 (BN)	C228a-22	7-FA1 (YE)
B1262	C228b-17	9-FA2 (BN/RD)	C228a-22	7-FA1 (YE)
B1263	C228b-17	9-FA2 (BN/RD)	C228a-22	7-FA1 (YE)
B1264	C228b-17	9-FA2 (BN/RD)	C228a-22	7-FA1 (YE)



- **Is the resistance between 5,000 and 6,000 ohms?**

Yes
GO to C12 .

No
If the resistance is greater than 6,000 ohms, GO to C14 . If the resistance is less than 5,000 ohms, GO to C22 .

C12 CHECK POTENTIOMETER LOW SIDE RESISTANCE

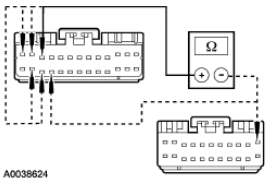
- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin	Circuit

Yes
GO to C13 .

No
If the resistance is greater than 5,250 ohms, GO to C15 . If the resistance is less than 250 ohms, GO to C23 .

B1265	C228a-11	9-FA1 (BN)	C228b-2	8-FB2 (WH/RD)
B1242	C228a-11	9-FA1 (BN)	C228b-15	8-FB8 (WH/RD)
B1262	C228b-17	9-FA2 (BN/RD)	C228b-1	8-FB5 (WH/BK)
B1263	C228b-17	9-FA2 (BN/RD)	C228b-3	8-FB7 (WH)
B1264	C228b-17	9-FA2 (BN/RD)	C228b-16	8-FB6 (WH/VT)

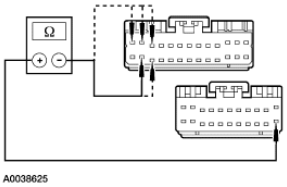


- **Is the resistance between 250 and 5,250 ohms?**

C13 CHECK POTENTIOMETER HIGH SIDE RESISTANCE

- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin	Circuit
B1265	C228a-22	7-FA1 (YE)	C228b-2	8-FB2 (WH/RD)
B1242	C228a-22	7-FA1 (YE)	C228b-15	8-FB8 (WH/RD)
B1262	C228b-22	7-FA1 (YE)	C228b-1	8-FB5 (WH/BK)
B1263	C228b-22	7-FA1 (YE)	C228b-3	8-FB7 (WH)
B1264	C228b-22	7-FA1 (YE)	C228b-16	8-FB6 (WH/VT)

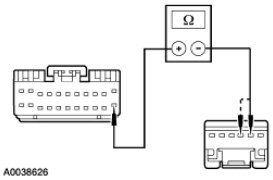


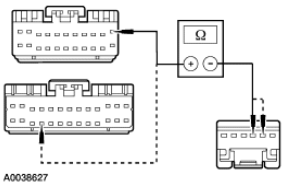
- **Is the resistance between 250 and 5,250 ohms?**

Yes
GO to C17 .

No
If the resistance is greater than 5,250 ohms, GO to C14 . If the resistance is less than 250 ohms, GO to C24 .

C14 CHECK THE ACTUATOR REFERENCE CIRCUIT FOR AN OPEN

• Disconnect: Affected Actuator. • Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s). **DTC / Pin / Circuit / Pin / Circuit** B1265 / C228a-22 / 7-FA1 (YE) / C295-5 / 7-FB2 (YE/RD) B1242 / C228a-22 / 7-FA1 (YE) / C289-4 / 7-FB8 (YE/RD) B1262 / C228b-22 / 7-FA1 (YE) / C232-4 / 7-FB5 (YE/BK) B1263 / C228b-22 / 7-FA1 (YE) / C236-4 / 7-FB7 (YE) B1264 / C228b-22 / 7-FA1 (YE) / C234-5 / 7-FB6 (YE/VT)  A0038626 • **Is the resistance less than 5 ohms?**	**Yes** GO to C15 . **No** REPAIR the affected circuit for an open. TEST the system for normal operation.
C15 CHECK THE ACTUATOR RETURN CIRCUIT FOR AN OPEN	
• Disconnect: Affected Actuator. • Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s). **DTC / Pin / Circuit / Pin / Circuit** B1265 / C228a-11 / 9-FA1 (BN) / C295-4 / 9-FB2 (BN/RD) B1242 / C228a-11 / 9-FA1 (BN) / C289-5 / 9-FB8 (BN/RD) B1262 / C228b-17 / 9-FA2 (BN/RD) / C232-5 / 9-FB5 (BN/YE) B1263 / C228b-17 / 9-FA2 (BN/RD) / C236-5 / 9-FB7 (BN) B1264 / C228b-17 / 9-FA2 (BN/RD) / C234-4 / 9-FB6 (BN/WH)	**Yes** GO to C16 . **No** REPAIR the affected circuit for an open. TEST the system for normal operation.

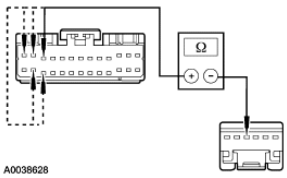


- **Is the resistance less than 5 ohms?**

C16 CHECK THE ACTUATOR FEEDBACK CIRCUIT FOR AN OPEN

- Disconnect: Affected Actuator.
- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin
B1265	C228b-2	8-FB2 (WH/RD)	C295-3
B1242	C228b-15	8-FB8 (WH/RD)	C289-3
B1262	C228b-1	8-FB5 (WH/BK)	C232-3
B1263	C228b-3	8-FB7 (WH)	C236-3
B1264	C228b-16	8-FB6 (WH/VT)	C234-3



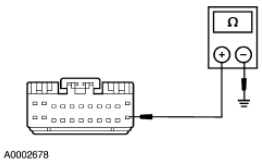
- **Is the resistance less than 5 ohms?**

Yes
INSTALL a new door actuator. TEST the system for normal operation.

No
REPAIR the affected circuit for an open. TEST the system for normal operation.

C17 CHECK THE ACTUATOR REFERENCE CIRCUIT FOR A SHORT TO GROUND

- Measure the resistance between DATC module C228a-22, circuit 7-FA1 (YE), harness side and ground.

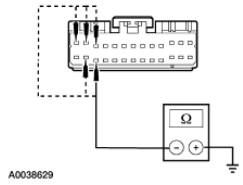
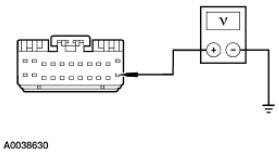


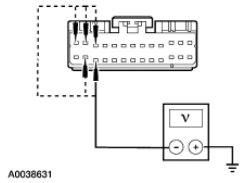
- **Is the resistance greater than 10,000 ohms?**

Yes
GO to C18 .

No
REPAIR the affected circuit for a short to ground. TEST the system for normal operation.

C18 CHECK THE ACTUATOR FEEDBACK CIRCUIT FOR A SHORT TO GROUND

• Measure the resistance between the harness side of the connector/pin indicated below that corresponds to the recorded DTC(s) and ground. | DTC	Pin	Circuit | |---|---|---| | B1265 | C228b-2 | 8-FB2 (WH/RD) | | B1242 | C228b-15 | 8-FB8 (WH/RD) | | B1262 | C228b-1 | 8-FB5 (WH/BK) | | B1263 | C228b-3 | 8-FB7 (WH) | | B1264 | C228b-16 | 8-FB6 (WH/VT) |  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to C19 . **No** REPAIR the affected circuit for a short to ground. TEST the system for normal operation.
C19 CHECK THE ACTUATOR REFERENCE CIRCUIT FOR A SHORT TO POWER	
• Measure the voltage between DATC module C228a pin 22, circuit 7-FA1 (YE), harness side and ground.  • **Is voltage present?**	**Yes** REPAIR the affected circuit for a short to power. TEST the system for normal operation. **No** GO to C20 .
C20 CHECK THE ACTUATOR FEEDBACK CIRCUIT FOR A SHORT TO POWER	
• Measure the voltage between the harness side of the connector/pin indicated below that corresponds to the recorded DTC(s) and ground. | DTC	Pin	Circuit | |---|---|---| | B1265 | C228b-2 | 8-FB2 (WH/RD) | | B1242 | C228b-15 | 8-FB8 (WH/RD) | | B1262 | C228b-1 | 8-FB5 (WH/BK) | | B1263 | C228b-3 | 8-FB7 (WH) | | B1264 | C228b-16 | 8-FB6 (WH/VT) |	**Yes** REPAIR the affected circuit for a short to power. TEST the system for normal operation. **No** GO to C21 .

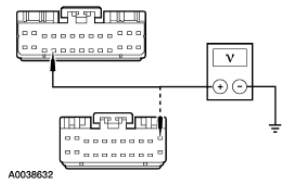


- **Is voltage present?**

C21 CHECK THE ACTUATOR RETURN CIRCUIT FOR A SHORT TO POWER

- Measure the voltage between the harness side of the connector/pin indicated below that corresponds to the recorded DTC(s) and ground.

DTC	Pin	Circuit
B1265	C228a-11	9-FA1 (BN)
B1242	C228a-11	9-FA1 (BN)
B1262	C228b-17	9-FA2 (BN/RD)
B1263	C228b-17	9-FA2 (BN/RD)
B1264	C228b-17	9-FA2 (BN/RD)



- **Is voltage present?**

Yes
REPAIR the affected circuit for a short to power. TEST the system for normal operation.

No
INSTALL a new DATC module. TEST the system for normal operation.

C22 CHECK THE FEEDBACK POTENTIOMETER TOTAL RESISTANCE SHORT TOGETHER

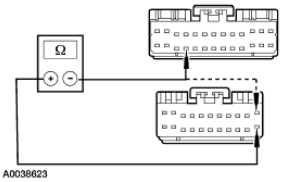
- Disconnect: Affected Actuator.
- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin	Circuit
B1265	C228a-11	9-FA1 (BN)	C228a-22	7-FA1 (YE)
B1242	C228a-11	9-FA1 (BN)	C228a-22	7-FA1 (YE)
B1262	C228b-17	9-FA2 (BN/RD)	C228a-22	7-FA1 (YE)
B1263	C228b-17	9-FA2 (BN/RD)	C228a-22	7-FA1 (YE)

Yes
REPAIR the affected circuits for a short together. TEST the system for normal operation.

No
INSTALL a new door actuator. TEST the system for normal operation.

B1264	C228b-17	9-FA2 (BN/RD)	C228a-22	7-FA1 (YE)

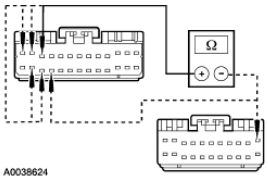


- **Is the resistance less than 5 ohms?**

C23 CHECK POTENTIOMETER LOW SIDE RESISTANCE SHORT TOGETHER

- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin	Circuit
B1265	C228a-11	9-FA1 (BN)	C228b-2	8-FB2 (WH/RD)
B1242	C228a-11	9-FA1 (BN)	C228b-15	8-FB8 (WH/RD)
B1262	C228b-17	9-FA2 (BN/RD)	C228b-1	8-FB5 (WH/BK)
B1263	C228b-17	9-FA2 (BN/RD)	C228b-3	8-FB7 (WH)
B1264	C228b-17	9-FA2 (BN/RD)	C228b-16	8-FB6 (WH/VT)



- **Is the resistance less than 5 ohms?**

Yes
REPAIR the affected circuits for a short together. TEST the system for normal operation.

No
INSTALL a new door actuator. TEST the system for normal operation.

C24 CHECK POTENTIOMETER HIGH SIDE RESISTANCE SHORT TOGETHER

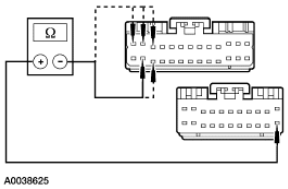
- Measure the resistance between the harness side of the connectors/pins indicated below that corresponds to the recorded DTC(s).

DTC	Pin	Circuit	Pin	Circuit

Yes
REPAIR the affected circuits for a short together. TEST the system for normal operation.

No
INSTALL a new door actuator. TEST the system for normal operation.

B1265	C228a-22	7-FA1 (YE)	C228b-2	8-FB2 (WH/RD)
B1242	C228a-22	7-FA1 (YE)	C228b-15	8-FB8 (WH/RD)
B1262	C228b-22	7-FA1 (YE)	C228b-1	8-FB5 (WH/BK)
B1263	C228b-22	7-FA1 (YE)	C228b-3	8-FB7 (WH)
B1264	C228b-22	7-FA1 (YE)	C228b-16	8-FB6 (WH/VT)



- **Is the resistance less than 5 ohms?**

Pinpoint Test D: DTC B1251 OR DTC 1253 A/C In-Vehicle Temperature Sensor Open Circuit or Short to Ground

Normal Operation

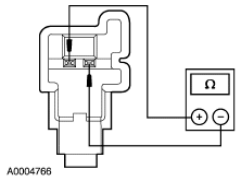
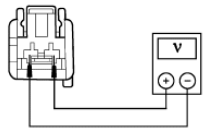
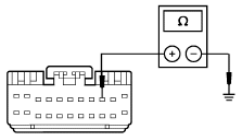
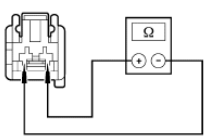
Under normal operation, the in-vehicle temperature sensor receives a ground from the Dual Automatic Temperature Control (DATC) module through circuit 9-FA48 (BN/GN). A 5-volt reference voltage is supplied to the in-vehicle temperature sensor from the DATC module through circuit 8-FA48 (WH/GN)

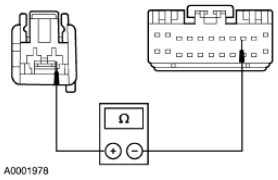
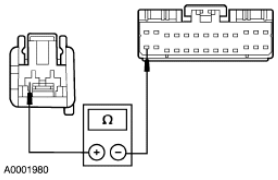
Possible Causes

- An open in circuit 9-FA48 (BN/GN) or 8-FA48 (WH/GN).
- A short together in circuits 9-FA48 (BN/GN) and 8-FA48 (WH/GN).
- A short to ground in circuit 8-FA48 (WH/GN).
- DATC module.
- In-vehicle air temperature sensor.

PINPOINT TEST D: DTC B1251 OR DTC1253 A/C IN-VEHICLE TEMPERATURE SENSOR OPEN CIRCUIT OR SHORT TO GROUND

Test Step	Result / Action to Take
D1 CHECK THE SENSOR RESISTANCE	
• Key in OFF position. • Disconnect: In-Vehicle Temperature Sensor C233. • Measure the resistance between in-vehicle temperature sensor terminals.	**Yes** GO to D2 . **No** INSTALL a new in-vehicle temperature sensor. TEST the system for normal operation.

 A0004766 • **Is the resistance within the specified values for these temperature ranges: 10-20°C (50-68°F) 37,000-58,000 ohms; 20-30°C (68-86°F) 24,000-37,000 ohms; 30-40°C (86-104°F) 16,000-24,000 ohms?**	
D2 CHECK THE DATC SENSOR OUTPUT VOLTAGE	
• Key in ON position. • Measure the voltage between in-vehicle temperature sensor C233, circuits 9-FA48 (BN/GN), harness side and 8-FA48 (WH/GN), harness side.  A0001977 • **Is the voltage between 4.7 and 5.1 volts?**	**Yes** INSTALL a new DATC module. **No** If DTC B1253 is present, GO to D3 . If DTC B1251 is present, GO to D5 .
D3 CHECK CIRCUIT 8-FA48 (WH/GN) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DATC Module C228a. • Disconnect: DATC Module C228b. • Measure the resistance between DATC module C228a-9, circuit 8-FA48 (WH/GN), harness side and ground.  A0001979 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to D4 . **No** REPAIR circuit 8-FA48 (WH/GN). TEST the system for normal operation.
D4 CHECK CIRCUIT 8-FA48 (WH/GN) FOR A SHORT TO CIRCUIT 9-FA48 (BN/GN)	
• Measure the resistance between in-vehicle temperature sensor C233, circuits 9-FA48 (BN/GN), harness side and 8-FA48 (WH/GN), harness side.  A0052122	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR circuit 8-FA48 (WH/GN) for a short to circuit 9-FA48 (BN/GN). TEST the system for normal operation.

• **Is the resistance greater than 10,000 ohms?**	
D5 CHECK CIRCUIT 8-FA48 (WH/GN) FOR AN OPEN	
• Key in OFF position. • Disconnect: DATC Module C228a. • Measure the resistance between DATC module C228a-9, circuit 8-FA48 (WH/GN), harness side and the in-vehicle temperature sensor C233 circuit 8-FA48 (WH/GN), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to D6 . **No** REPAIR circuit 8-FA48 (WH/GN). TEST the system for normal operation.
D6 CHECK CIRCUIT 9-FA48 (BN/GN) FOR AN OPEN	
• Disconnect: DATC Module C228b. • Measure the resistance between DATC pin C228b-14, circuit 9-FA48 (BN/GN), harness side and the in-vehicle temperature sensor C233 circuit 9-FA48 (BN/GN), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR circuit 9-FA48 (BN/GN). TEST the system for normal operation.

Pinpoint Test E: Evaporator Or Heater Core Discharge Air Temperature Sensor Circuit Open Or Short To Ground

Normal Operation

Under normal operation, the LH and RH discharge temperature sensors receive a ground from the Dual Automatic Temperature Control (DATC) module through circuit (LH) 9-FA47 (BN/GN)/9-FA3 (BN/BL) and (RH) 9-FA51 (BN/YE)/9-FA3 (BN/BL). The evaporator discharge temperature sensor receives a ground from the DATC module through circuit 9-FA44 (BN/RD).

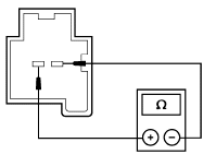
A 5-volt reference voltage is supplied to the LH and RH discharge temperature sensors from the DATC module through circuits (LH) 8-FA47 (WH/GN) and (RH) 8-FA51 (WH/BK). A 5-volt reference voltage is supplied to the evaporator discharge temperature sensor from the DATC module through circuit 8-FA44 (WH/RD).

Possible Causes

- An open in circuit 9-FA47 (BN/GN), 9-FA51 (BN/YE), 9-FA3 (BN/BL), 9-FA44 (BN/RD), 8-FA47 (WH/GN), 8-FA51 (WH/BK) or 8-FA44 (WH/RD).
- A short together in circuits 8-FA44 (WH/RD) and 9-FA44 (BN/RD), 8-FA51 (WH/BK) and 9-FA51 (BN/YE), 8-FA47 (WH/GN) and 9-FA47 (BN/GN).
- A short to ground in circuit 8-FA47 (WH/GN), 8-FA51 (WH/BK) or 8-FA44 (WH/RD).
- LH discharge temperature sensor.

- RH discharge temperature sensor.
- Evaporator discharge temperature sensor.
- DATC module.

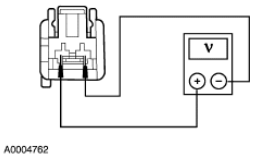
PINPOINT TEST E: EVAPORATOR OR HEATER CORE DISCHARGE AIR TEMPERATURE SENSOR CIRCUIT OPEN OR SHORT TO GROUND

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td colspan="2">NOTE: Evaporator core, driver side heater core and passenger side heater core discharge air temperature sensors have the same diagnostic procedure.</td></tr>
<tr><td>E1 CHECK THE SENSOR RESISTANCE</td><td></td></tr>
<tr><td>
• Key in OFF position.
• Disconnect: Sensor.
• Refer to the table and disconnect the sensor associated with the DTCs recorded from the DATC module self-test:
<table>
<tr><th>Sensor</th><th>Condition</th><th>DTC</th><th>Connector</th></tr>
<tr><td>EVAP air discharge</td><td>Open</td><td>B1946</td><td>C296</td></tr>
<tr><td>EVAP air discharge</td><td>Short</td><td>B1947</td><td>C296</td></tr>
<tr><td>Driver air</td><td>Open</td><td>B1966</td><td>C255</td></tr>
<tr><td>Driver air</td><td>Short</td><td>B1967</td><td>C255</td></tr>
<tr><td>Passenger air</td><td>Open</td><td>B2428</td><td>C235</td></tr>
<tr><td>Passenger air</td><td>Short</td><td>B2429</td><td>C235</td></tr>
</table>
• Measure the resistance between sensor terminals.

A0004761
• Is the resistance within the specified values for these temperature ranges: 10-20°C (50-68°F) 37,000-58,000 ohms; 20-30°C (68-86°F) 24,000-37,000 ohms; 30-40°C (86-104°F) 16,000-24,000 ohms?
</td><td>Yes
GO to E2 .

No
INSTALL a new sensor. TEST the system for normal operation.</td></tr>
<tr><td>E2 CHECK THE DATC SENSOR OUTPUT VOLTAGE</td><td></td></tr>
<tr><td>
• Key in ON position.
• Refer to the following chart and measure the voltage between temperature sensor harness side circuits.
<table>
<tr><th>Connector</th><th>Circuit</th><th>Circuit</th></tr>
</table>
</td><td>Yes
INSTALL a new DATC module. TEST the system for normal operation.

No
If DTC B1946, B1966 or B2428 is present,GO</td></tr>
</table>

C296	8-FA44 (WH/RD)	9-FA44 (BN/RD)
C255	8-FA51 (WH/BK)	9-FA51 (BN/YE)
C235	8-FA47 (WH/GN)	9-FA47 (BN/GN)



- **Is the voltage between 4.7 and 5.1 volts?**

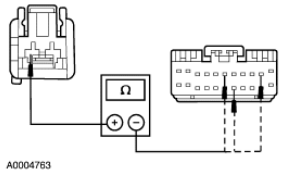
to E3 .

If DTC B1947, B1967 or B2429 is present, GO to E5 .

E3 CHECK THE REFERENCE CIRCUIT FOR AN OPEN

- Key in OFF position.
- Disconnect: DATC Module C228a.
- Refer to the following chart and measure the resistance of the reference circuit between DATC module C228a and the sensor connector.

Sensor	Connector	Circuit	DATC C228a Pin
Veep Discharge	C296	8-FA44 (WH/RD)	10
Passenger Side	C255	8-FA51 (WH/BK)	6
Driver	C235	8-FA47 (WH/GN)	18



- **Is the resistance less than 5 ohms?**

Yes
GO to E4 .

No
REPAIR the affected circuit. TEST the system for normal operation.

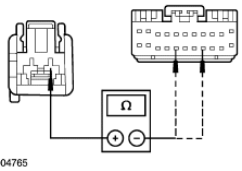
E4 CHECK RETURN CIRCUIT FOR AN OPEN

- Refer to the following chart and measure the resistance of the return circuit between sensor and DATC module C228a for an open.

Sensor Connector	DATC Module C228a Pin	Circuit
Evap/C296	16	9-FA44 (BN/RD)
Passenger/ C255	19	9-FA51 (BN/YE)
Driver/C235	19	9-FA47 (BN/GN)

Yes
INSTALL a new DATC module. TEST the system for normal operation.

No
REPAIR the affected circuit. TEST the system for normal operation.

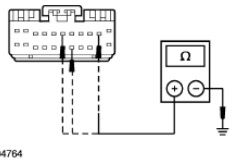


- **Is the resistance less than 5 ohms?**

E5 CHECK THE REFERENCE CIRCUIT FOR A SHORT TO GROUND

- Key in OFF position.
- Disconnect: DATC Module C228a.
- Refer to the following chart and measure the resistance of the sensor reference circuit between DATC module C228a and ground.

Temperature Sensor	DATC Module C228a Pin	Circuit
Evaporator Core	10	8-FA44 (WH/RD)
Passenger	6	8-FA51 (WH/BK)
Driver	18	8-FA47 (WH/GN)



- **Is the resistance greater than 10,000 ohms?**

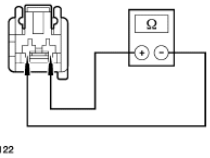
Yes
GO to E6 .

No
REPAIR the affected circuit. TEST the system for normal operation.

E6 CHECK THE REFERENCE CIRCUITS FOR A SHORT TO THE RETURN CIRCUITS

- Refer to the following chart and measure the resistance between temperature sensor harness side circuits.

Connector	Circuit	Circuit
C296	8-FA44 (WH/RD)	9-FA44 (BN/RD)
C255	8-FA51 (WH/BK)	9-FA51 (BN/YE)
C235	8-FA47 (WH/GN)	9-FA47 (BN/GN)



- **Is the resistance greater than 10,000 ohms?**

Yes
INSTALL a new DATC module. TEST the system for normal operation.

No
REPAIR the reference circuit for a short to the return circuit. TEST the system for normal operation.

Pinpoint Test F: DTC B1255 OR DTC B1257 A/C Ambient Temperature Sensor Open Circuit or Short to Ground

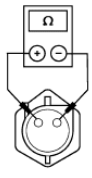
Normal Operation

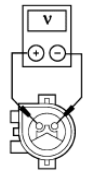
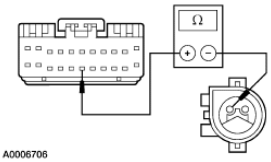
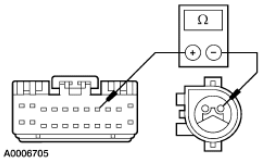
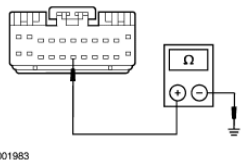
Under normal operation, the ambient air temperature sensor receives a ground from the Dual Automatic Temperature Control (DATC) module through circuit 9-FA49 (BN/WH). A 5-volt reference voltage is supplied to the ambient air temperature sensor from the DATC module through circuit 8-FA49 (WH/VT).

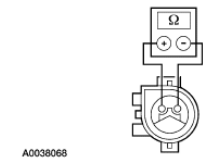
Possible Causes

- An open in circuit 9-FA49 (BN/WH) or 8-FA49 (WH/VT).
- A short to together in circuits 9-FA49 (BN/WH) and 8-FA49 (WH/VT).
- A short to ground in circuit 8-FA49 (WH/VT).
- Ambient air temperature sensor.
- DATC module.

PINPOINT TEST F: DTC B1255 OR DTC B1257 A/C AMBIENT TEMPERATURE SENSOR OPEN CIRCUIT OR SHORT TO GROUND

Test Step	Result / Action to Take
F1 CHECK THE AMBIENT TEMPERATURE SENSOR RESISTANCE	
• Key in OFF position. • Disconnect: Ambient Temperature Sensor C132. • Measure the resistance between ambient temperature sensor terminals.  A0002817 • **Is the resistance within the specified values for these temperature ranges: 10-20°C (50-68°F) 37,000-58,000 ohms; 20-30°C (68-86°F) 24,000-37,000 ohms; 30-40°C (86-104°F) 16,000-24,000 ohms?**	**Yes** GO to F2 . **No** INSTALL a new A/C ambient air temperature sensor. TEST the system for normal operation.
F2 CHECK THE DATC SENSOR OUTPUT VOLTAGE	
• Key in ON position. • Measure the voltage between ambient temperature sensor C132, circuits 8-FA49 (WH/VT), harness side and 9-FA49 (BN/WH), harness side.	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** If DTC B1255, GO to F3 . If DTC B1257, GO to F5 .

 A0002818 • **Is the voltage between 4.7 and 5.1 volts?**	
F3 CHECK CIRCUIT 8-FA49 (WH/VT) FOR AN OPEN	
• Key in OFF position. • Disconnect: DATC Module C228b. • Measure the resistance between DATC module C228b-17, circuit 8-FA49 (WH/VT), harness side and ambient temperature sensor connector C132 circuit 8-FA49 (WH/VT), harness side.  A0006706 • **Is the resistance less than 5 ohms?**	**Yes** GO to F4 . **No** REPAIR circuit 8-FA49 (WH/VT). TEST the system for normal operation.
F4 CHECK CIRCUIT 9-FA49 (BN/WH) FOR AN OPEN	
• Measure the resistance between DATC module C228b-8, circuit 9-FA49 (BN/WH), harness side and the ambient temperature sensor connector C132 circuit 9-FA49 (BN/WH), harness side.  A0006705 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR circuit 9-FA49 (BN/WH). TEST the system for normal operation.
F5 CHECK CIRCUIT 8-FA49 (WH/VT) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DATC Module C228b. • Measure the resistance between DATC module C228b-17, circuit 8-FA49 (WH/VT), harness side and ground.  A0001983 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to F6 . **No** REPAIR circuit 8-FA49 (WH/VT) for a short to ground. TEST the system for normal operation.
F6 CHECK CIRCUIT 8-FA49 (WH/VT) FOR A SHORT TO CIRCUIT 9-FA49 (BN/WH)	

• Measure the resistance between in-vehicle temperature sensor C132, circuits 8-FA49 (WH/VT), harness side and 9-FA49 (BN/WH), harness side.  A0038068 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR circuit 8-FA49 (WH/VT) for a short to circuit 9-FA49 (BN/WH). TEST the system for normal operation.

Pinpoint Test G: DTC B1259 OR DTC B1261 Solar Radiation Sensor Open Circuit or Short to Ground

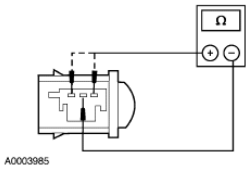
Normal Operation

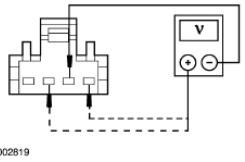
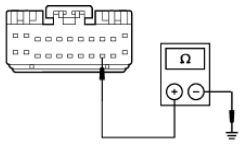
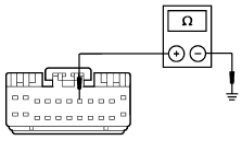
Under normal operation, the solar radiation sensor receives a ground from the Dual Automatic Temperature Control (DATC) module through circuit 9-FA53 (BN/BL)/9-FA3 (BN/BL). A 5-volt reference voltage is supplied to the solar radiation sensor from the DATC module through circuits 8-FA53 (WH/BL) and 10-FA53 (GY/VT).

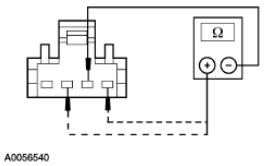
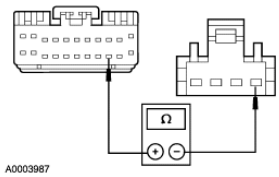
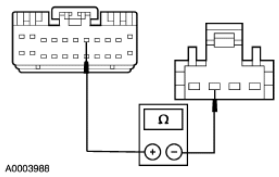
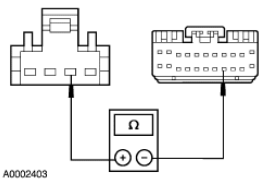
Possible Causes

- An open in circuit 9-FA53 (BN/BL)/9-FA3 (BN/BL), 8-FA53 (WH/BL) or 10-FA53 (GY/VT).
- A short together in circuits 9-FA48 (BN/GN) and 8-FA48 (WH/GN) or 9-FA48 (BN/GN) and 10-FA53 (GY/VT).
- A short to ground in circuit 8-FA53 (WH/BL) or10-FA53 (GY/VT).
- Solar radiation sensor.
- DATC module.

PINPOINT TEST G: DTC B1259 OR DTC B1261 SOLAR RADIATION SENSOR OPEN CIRCUIT OR SHORT TO GROUND

Test Step	Result / Action to Take
G1 CHECK THE SOLAR RADIATION SENSOR RESISTANCE	
• Key in OFF position. • Disconnect: Solar Radiation Sensor C286. • **NOTE:** Connect the ground lead of the multimeter to the sensor ground terminal. • Measure the resistance between each solar radiation sensor terminal and the ground terminal.  A0003985 • **Are the resistances between 39,000 and 41,000 ohms?**	**Yes** GO to G2 . **No** INSTALL a new A/C solar radiation sensor. TEST the system for normal operation.
G2 CHECK THE DATC OUTPUT VOLTAGE	

• Key in ON position. • Measure the voltage between solar radiation C286-3, circuit 8-FA53 (WH/BU), harness side and C286-2, circuit 9-FA53 (BN/BU), harness side and between C286-1 circuit 10-FA53 (GY/VT), harness side and C286-2, circuit 9-FA53 (BN/BU), harness side.  A0002819 • **Are the voltages between 4.7 and 5.1 volts?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** If DTC B1259 is present, GO to G6 . If DTC B1261 is present,GO to G3 .
G3 CHECK CIRCUIT 10-FA53 (GY/VT) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DATC Module C228a. • Measure the resistance between DATC module C228a-20, circuit 10-FA53 (GY/VT), harness side and ground.  A0001987 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to G4 . **No** REPAIR circuit 10-FA53 (GY/VT). TEST the system for normal operation.
G4 CHECK CIRCUIT 8-FA53 (WH/BU) FOR A SHORT TO GROUND	
• Measure the resistance between DATC module C228a-7, circuit 8-FA53 (WH/BU), harness side and ground.  A0003986 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to G5 . **No** REPAIR circuit 8-FA53 (WH/BU). TEST the system for normal operation.
G5 CHECK THE REFERENCE CIRCUIT FOR A SHORT TO THE RETURN CIRCUIT	
• Measure the resistance between solar radiation C286-3, circuit 8-FA53 (WH/BU), harness side and C286-2, circuit 9-FA53 (BN/BU), harness side and between C286-1 circuit 10-FA53 (GY/VT), harness side and C286-2, circuit 9-FA53 (BN/BU), harness side.	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR the reference circuit for a short to the return circuit . TEST the system for normal

 A0056540 • **Is the resistance greater than 10,000 ohms?**	operation.
G6 CHECK CIRCUIT 10-FA53 (GY/VT) FOR AN OPEN	
• Key in OFF position. • Disconnect: DATC Module C228a. • Measure the resistance between DATC module C228a-20, circuit 10-FA53 (GY/VT), harness side and solar radiation sensor C286-1, circuit 10-FA53 (GY/VT), harness side.  A0003987 • **Is the resistance less than 5 ohms?**	**Yes** GO to G7 . **No** REPAIR circuit 10-FA53 (GY/VT). TEST the system for normal operation.
G7 CHECK CIRCUIT 8-FA53 (WH/BU) FOR AN OPEN	
• Measure the resistance between DATC module C228a-7, circuit 8-FA53 (WH/BU), harness side and the solar radiation sensor C286-3, circuit 8-FA53 (WH/BU), harness side.  A0003988 • **Is the resistance less than 5 ohms?**	**Yes** GO to G8 . **No** REPAIR circuit 8-FA53 (WH/BU). TEST the system for normal operation.
G8 CHECK THE RETURN CIRCUIT FOR AN OPEN	
• Measure the resistance between DATC module C228a-19, circuit 9-FA3 (BN/RD), harness side and solar radiation C286-2, circuit 9-FA53 (BN/BU), harness side.  A0002403 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR the affected circuit. TEST the system for normal operation.

Pinpoint Test H: Insufficient, Erratic or No Heat

Normal Operation

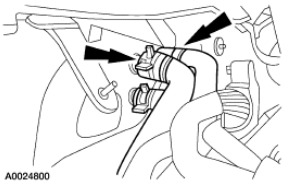
Under normal operation, the coolant control valve receives battery voltage through circuit 30-FB3 (RD/OG). The coolant control valve is provided a ground through circuit 91S-FB3 (BN/BL) and/or 91S-FB4 (BN/GN) from the Dual Automatic Temperature Control (DATC) module, depending on which side of the heater core warm coolant is to flow through.

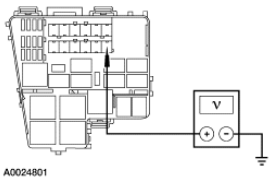
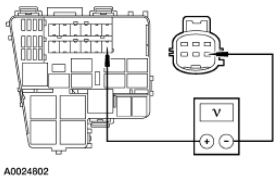
Possible Causes

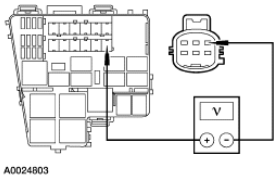
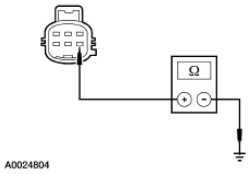
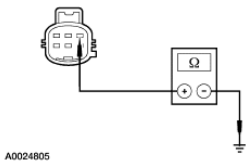
- An open in circuit 30-FB3 (RD/OG), 91S-FB3 (BN/BL) or 91S-FB4 (BN/GN).
- A short to ground or voltage in circuit 91S-FB3 (BN/BL) or 91S-FB4 (BN/GN).
- Coolant control valve.
- DATC module.
- Evaporator discharge air temperature sensor.
- Thermostat.

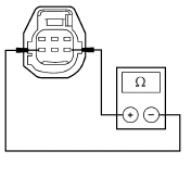
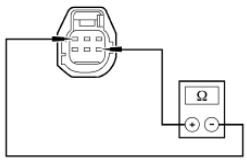
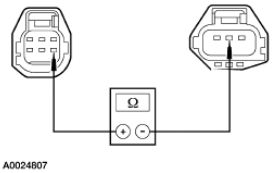
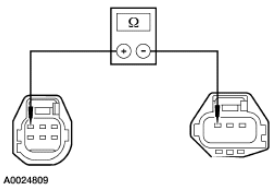
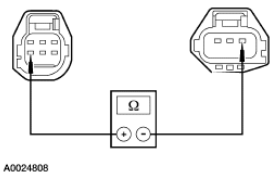
PINPOINT TEST H: INSUFFICIENT, ERRATIC, OR NO HEAT

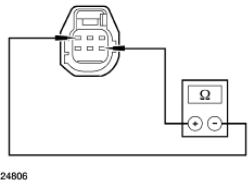
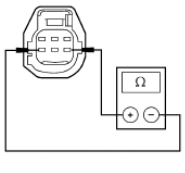
Test Step	Result / Action to Take
⚠ CAUTION: The coolant control valve jumper harness-to-engine compartment wiring harness connector halves are identified as C134. Make sure to carefully identify the correct half of the connector before carrying out any electrical measurements. Failure to do so can result in damage to the DATC module.	
H1 CHECK FOR CORRECT COOLANT LEVEL	
• Key in OFF position. • Check the engine coolant level with the engine at cold and hot temperatures. • **Is the engine coolant at the correct level (both cold and hot)?**	**Yes** GO to H4 . **No** GO to H2 .
H2 CHECK THE ENGINE COOLING SYSTEM FOR LEAKS	
⚠ WARNING: Never remove the pressure relief cap under any condition while the engine is operating. Failure to follow these instructions can result in damage to the cooling system or engine, or can result in personal injury. To avoid having scalding hot coolant or steam blow out of the cooling system, use extreme care when removing the pressure relief cap from a hot degas bottle. Wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly one turn (counterclockwise). Step back while the pressure is released from the cooling system. When certain all the pressure has been released, use the cloth to remove the pressure relief cap. • Fill and bleed the engine cooling system. • Pressure check the engine cooling system, including the pressure relief cap. • **Does the engine cooling system, including the pressure relief cap, hold pressure?**	**Yes** GO to H3 . **No** REPAIR the engine cooling system leak. TEST the system for normal operation.
H3 VERIFY THE FAULT WAS A LOW ENGINE COOLANT LEVEL	
NOTE: When carrying out this test step, allow time for the system to respond. • Key in START position.	**Yes** Test is complete. **No** GO to H4 .

• With the engine at normal operating temperature, set the DATC module driver and passenger side temperature settings to full hot (32°C [90°F]) and note the discharge air temperature. • **Is the discharge air temperature at full hot?**	
H4 BLEED THE ENGINE COOLING SYSTEM	
⚠ **WARNING: Never remove the pressure relief cap under any condition while the engine is operating. Failure to follow these instructions can result in damage to the cooling system or engine, or can result in personal injury. To avoid having scalding hot coolant or steam blow out of the cooling system, use extreme care when removing the pressure relief cap from a hot degas bottle. Wait until the engine has cooled, then wrap a thick cloth around the pressure relief cap and turn it slowly one turn (counterclockwise). Step back while the pressure is released from the cooling system. When certain all the pressure has been released, use the cloth to remove the pressure relief cap. NOTE:** When carrying out this test step, allow time for the system to respond. • Bleed the engine cooling system. • With the engine at normal operating temperature, set the DATC module driver and passenger side temperature settings to full hot (32°C [90°F]) and note the discharge air temperature. • **Is the discharge air temperature at full hot?**	**Yes** Test is complete. **No** GO to H5 .
H5 CHECK FOR HOT COOLANT AT THE HEATER CORE INLET HOSES	
⚠ **WARNING: The heater core inlet hoses will become too hot to handle and can cause serious burns if the system is working correctly. Failure to follow these instructions can result in personal injury.** • Key in START position. • Carefully feel both heater core inlet hoses.  A0024800 • **Are both heater core inlet hoses too hot to handle?**	**Yes** CARRY OUT the heater core component test. REFER to Heater Core under Component Tests in this section to determine whether a plugged or partially plugged condition exists. **No** GO to H6 .
H6 CHECK THE COOLANT CONTROL VALVE	
NOTE: Disconnecting the coolant control valve defaults the DATC system to full hot. **NOTE:** When carrying out this test step, allow time for the system to respond. • Disconnect: Coolant Control Valve Jumper Harness and Engine Compartment Wiring Harness C134. • Key in START position. • **NOTE:** For 3.9L engines, run the engine at 3,000 rpm to compensate for the disconnected auxiliary coolant pump. • With the engine at normal operating temperature, set the DATC module driver and passenger side settings to full hot (32°C [90°F]) and	**Yes** GO to H8 . **No** GO to H7 .

note the discharge air temperature. • **Is the discharge air temperature at full hot?**	
H7 CHECK THE THERMOSTAT	
• Key in OFF position. • Carry out the thermostat component test. • **Is the thermostat operating correctly?**	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. **No** INSTALL a new thermostat. TEST the system for normal operation.
H8 CHECK SOURCE VOLTAGE FOR TESTING	
• Measure the voltage between the underhood auxiliary junction box (UAJB) fuse terminal F124, circuit 30-KA23 (RD/OG) and ground.  A0024801 • **Is the voltage greater than 10 volts?**	**Yes** GO to H9 . **No** REPAIR circuit 30-KA23 (RD/OG). GO to H9 .
H9 CHECK THE DATC GROUND SIGNAL CIRCUIT 91S-FB4 (BN/GN)	
• ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the voltage between the UAJB fuse terminal F124, circuit 30-KA23 (RD/OG) and the engine compartment wiring harness C134-6, circuit 91S-FB4 (BN/GN).  A0024802 • **Is the voltage greater than 10 volts?**	**Yes** GO to H11 . **No** GO to H10 .
H10 CHECK THE DATC GROUND SIGNAL CIRCUIT 91S-FB3 (BN/BU)	
• ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the voltage between the UAJB fuse terminal F124, circuit 30-KA23 (RD/OG) and the engine compartment wiring harness C134-3, circuit 91S-FB3 (BN/BU).	**Yes** GO to H12 . **No** GO to H13 .

 A0024803 • **Is the voltage greater than 10 volts?**	
H11 CHECK CIRCUIT 91S-FB4 (BN/GN) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DATC Module C228b. • ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the resistance between the engine compartment wiring harness C134-6, circuit 91S-FB4 (BN/GN) and ground.  A0024804 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to H16 . **No** REPAIR circuit 91S-FB4 (BN/GN). TEST the system for normal operation.
H12 CHECK CIRCUIT 91S-FB3 (BN/BU) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DATC Module C228b. • ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the resistance between the engine compartment wiring harness C134-3, circuit 91S-FB3 (BN/BU) and ground.  A0024805 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to H16 . **No** REPAIR circuit 91S-FB3 (BN/BU). TEST the system for normal operation.
H13 CHECK THE COOLANT CONTROL VALVE SOLENOID RESISTANCE	
• Key in OFF position. • Measure the resistance between the coolant control valve jumper harness C134-4, circuit 30-FB3 (RD/OG) and C134-6, circuit 91S-FB4 (BN/GN).	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. **No**

 A0007541 • Measure the resistance between the coolant control valve jumper harness C134-4, circuit 30-FB3 (RD/OG) and C134-3, circuit 91S-FB3 (BN/BU).  A0024806 • **Do both resistances measure between 10-23 ohms?**	If the resistance is greater than 23 ohms, GO to H14 . If the resistance is less than 10 ohms, GO to H15 .
H14 CHECK THE COOLANT CONTROL VALVE JUMPER HARNESS	
• Measure the resistance between the coolant control valve jumper harness C134-4, circuit 30-FB3 (RD/OG) and the coolant control valve C1034-2, circuit 30-FB3 (RD/OG).  A0024807 • Measure the resistance between the coolant control valve jumper harness C134-3, circuit 91S-FB3 (BN/BU) and the coolant control valve C1034-3, circuit 91S-FB3 (BN/BU).  A0024809 • Measure the resistance between the coolant control valve jumper harness C134-6, circuit 91S-FB4 (BN/GN) and the coolant control valve C1034-1, circuit 91S-FB4 (BN/GN).  A0024808 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. If system operation is still not correct, INSTALL a new DATC module. **No** REPAIR the affected circuit(s) of the coolant control valve jumper harness. TEST the system for normal operation.

H15 CHECK THE COOLANT CONTROL VALVE JUMPER HARNESS CIRCUITS 91S-FB3 (BN/BU) AND 91S-FB4 (BN/GN) FOR A SHORT TO VOLTAGE	
• Measure the resistance between the coolant control valve jumper harness C134-3, circuit 91S-FB3 (BN/BU) and C134-4, circuit 30-FB3 (RD/OG).  A0024806 • Measure the resistance between the coolant control valve jumper harness C134-6, circuit 91S-FB4 (BN/GN) and C134-4, circuit 30-FB3 (RD/OG).  A0007541 • **Are the resistances greater than 10,000 ohms?**	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. **No** REPAIR the affected circuit(s) of the coolant control valve jumper harness. TEST the system for normal operation. If system operation is still not correct, INSTALL a new DATC module.
H16 CHECK EVAPORATOR DISCHARGE TEMPERATURE SENSOR	
• Connect: DATC Module C228b. • Key in START position. • Press the DATC MAX A/C override button. Make sure the A/C indicator LED is on. • Enter the following diagnostic mode on the diagnostic tool: Evaporator Discharge Temperature Sensor. • **Does the sensor temperature change at all?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** INSTALL a new evaporator discharge temperature sensor. TEST the system for normal operation.

Pinpoint Test I: Insufficient Heat During Engine Idle 3.9 L Engine

Normal Operation

Under normal operation, the auxiliary coolant pump relay coil receives a ground from the Dual Automatic Temperature Control (DATC) module through circuit 91S-FA76 (BN/BL). The Coil receives battery voltage through circuit 30-FA74 (RD/GN). Battery voltage is supplied to the relay contacts from circuit 30-FA74 (RD/GN). When the relay coil is energized, voltage is delivered to the auxiliary coolant pump motor through circuit 30S-FB1 (RD/YE). Ground for the motor is provided through circuit 31-FB1 (BK/YE).

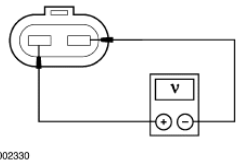
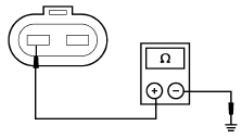
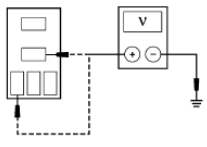
Possible Causes

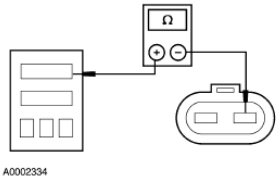
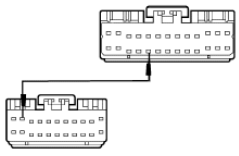
- An open in circuit 31-FB1 (BK/YE), 30-FA74 (RD/GN), 30S-FB1 (RD/YE) or 91S-FA76 (BN/BL).
- A short to voltage in circuit 91S-FA76 (BN/BL).

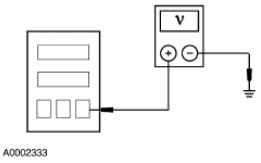
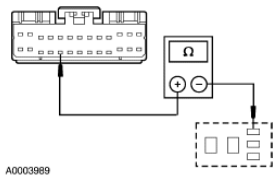
- Auxiliary coolant pump relay.
- Auxiliary coolant pump motor.
- DATC module.

PINPOINT TEST I: INSUFFICIENT HEAT DURING ENGINE IDLE 3.9L ENGINE

Test Step	Result / Action to Take
I1 CARRY OUT THE DATC MODULE SELF-TEST	
• Key in ON position. • Carry out the DATC module self-test and retrieve continuous DTCs. Refer to Climate Control System . Record the DTCs displayed, if any. • **Are any DTCs displayed?**	**Yes** REFER to the DATC Module Diagnostic Trouble Code (DTC) Index. CARRY OUT the necessary diagnosis and REPAIR as necessary. **No** GO to I2 .
I2 RECHECK DATC MODULE CONFIGURATION	
• Enter Module Identification mode. • Enter the following diagnostic mode on the diagnostic tool: PID CNFG Data. • **Does the data read 4N_3N_2Y?**	**Yes** GO to I3 . **No** RECONFIGURE the DATC module.
I3 CHECK THE COOLANT LEVEL	
• Check the coolant level with the engine at hot and cold temperatures. • **Is the engine coolant at the correct level (hot and cold)?**	**Yes** GO to I4 . **No** REFILL the system and PRESSURE TEST for leaks. In addition, if the coolant level had dropped below the "MIN" level, SET the system to MAX heat and RUN the engine at 3,000 rpm for 3 to 5 minutes until hot air blows from the outlets. RECHECK coolant level.GO to I4 .
I4 CHECK FOR AUXILIARY COOLANT PUMP OPERATION	
• Connect the diagnostic tool. • Key in ON position. • In the active command mode, request Climate Control System and select Pump/VCB or set driver side temperature to 32°C (90°F). • **Can the auxiliary cooling pump be heard running or be felt running?**	**Yes** System is operating correctly. **No** GO to I5 .
I5 CHECK THE AUXILIARY PUMP MOTOR	

• Key in OFF position. • Disconnect: Auxiliary Coolant Pump C163. • Key in ON position. • Make sure the active command Pump/VBC is still selected or the driver side temperature is set to 32°C (90°F). • Measure the voltage between auxiliary coolant pump C163, circuit 30S-FB1 (RD/YE), harness side and circuit 31-FB1 (BK), harness side.  A0002330 • **Is the voltage greater than 10 volts?**	**Yes** INSPECT terminals for damage and correct installation. If pins are installed correctly, INSTALL a new auxiliary coolant pump. TEST the system for normal operation. **No** GO to I6 .
I6 CHECK CIRCUIT 31-FB1 (BK) FOR AN OPEN	
• Measure the resistance between auxiliary coolant pump C163, circuit 31-FB1 (BK), harness side and ground.  A0002331 • **Is the resistance less than 5 ohms?**	**Yes** GO to I7 . **No** REPAIR circuit 31-FB1 (BK). TEST the system for normal operation.
I7 CHECK THE AUXILIARY COOLANT PUMP RELAY	
• Key in OFF position. • Disconnect: Auxiliary Coolant Pump Relay C1005. • Measure the voltage between CJB auxiliary coolant pump relay pins 2 and 5, circuit 30-FA74A (RD), harness side and ground.  A0006707 • **Is the voltage greater than 10 volts?**	**Yes** GO to I8 . **No** REPAIR circuit 30-FA74A (RD). TEST the system for normal operation.
I8 CARRY OUT THE RELAY COMPONENT TEST	
• Carry out the relay component test.	**Yes** GO to I9 .

Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the relay OK?**	**No** INSTALL a new auxiliary coolant pump relay. TEST the system for normal operation.
I9 CHECK CIRCUIT 30S-FB1 (RD/YE) FOR AN OPEN	
• Disconnect: Auxiliary Coolant Pump Relay C1005. • Measure the resistance between auxiliary coolant pump C163, circuit 30S-FB1 (RD/YE), harness side and auxiliary coolant pump relay pin 3, circuit 30S-FB1 (RD/YE), harness side.  A0002334 • **Is the resistance less than 5 ohms?**	**Yes** GO to I10 . **No** REPAIR circuit 30S-FB1 (RD/YE). TEST the system for normal operation.
I10 CHECK THE DATC MODULE	
• Key in OFF position. • Connect: Auxiliary Coolant Pump Relay C1005. • Connect: Auxiliary Coolant Pump C163. • Disconnect: DATC Module C228a. • Disconnect: DATC Module C228b. • Connect a fused jumper wire between DATC module C228b-18, circuit 91S-FA76 (BN/BU), harness side and DATC module C228a-2, circuit 31-FA10 (BK), harness side.  A0002332 • **Does the auxiliary coolant pump motor operate?**	**Yes** INSPECT all connectors and terminals, RECONNECT the connectors, and TEST the system for normal operation. If condition still exists, INSTALL a new DATC module. TEST the system for normal operation. **No** GO to I11 .
I11 CHECK CIRCUIT 91S-FA76 (BK/OG) FOR A SHORT TO POWER	
NOTE: If a short to power is found, it is necessary to install a new DATC module. • Disconnect: Auxiliary Coolant Pump Relay C1005. • Measure the voltage between auxiliary coolant pump relay pin 2, circuit 91S-FA76 (BK/OG), harness side and ground.	**Yes** REPAIR circuit 91S-FA76 (BK/OG). INSTALL a new DATC module. TEST the system for normal operation. **No** GO to I12 .

 A0002333 • **Is any voltage present?**	
I12 CHECK CIRCUIT 91S-FA76 (BK/OG) FOR AN OPEN	
• Measure the resistance between auxiliary coolant pump relay circuit 91S-FA76 (BK/OG), harness side and DATC module C228b-18, circuit 91S-FA76 (BK/OG), harness side.  A0003989 • **Is the resistance less than 5 ohms?**	**Yes** INSPECT all connectors and terminals, RECONNECT the connectors and TEST the system. If condition still exists, INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR circuit 91S-FA76 (BK/OG). TEST the system for normal operation.

Pinpoint Test J: Full Heat Only In All Modes

Normal Operation

Under normal operation, the coolant control valve receives battery voltage through circuit 30-FB3 (RD/OG)/30-FA1 (RD). The coolant control valve is provided a ground through circuit 91S-FB3 (BN/BL) and/or 91S-FB4 (BN/GN) from the Dual Automatic Temperature Control (DATC) module, depending on which side of the heater core the warm coolant is to flow through.

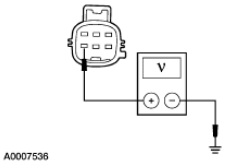
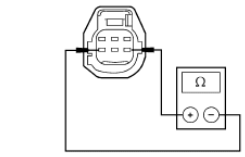
Under normal operation, the auxiliary coolant pump relay coil receives a ground from the Dual Automatic Temperature Control (DATC) module through circuit 91S-FA76 (BN/BL). The Coil receives battery voltage through circuit 30-FA74 (RD/GN). Battery voltage is supplied to the relay contacts from circuit 30-FA74 (RD/GN). When the relay coil is energized, voltage is delivered to the auxiliary coolant pump motor through circuit 30S-FB1 (RD/YE). Ground for the motor is provided through circuit 31-FB1 (BK/YE).

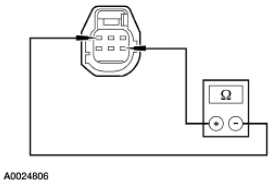
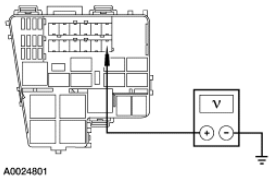
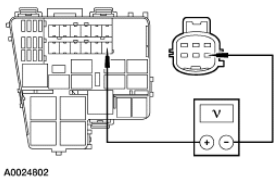
Possible Causes

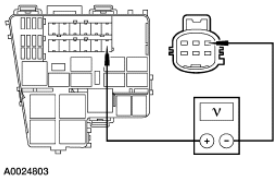
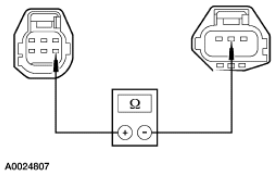
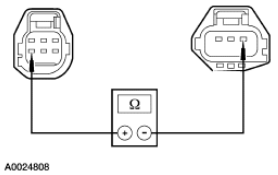
- An open in circuit 30-FB3 (RD/OG)/30-FA1 (RD), 91S-FB3 (BN/BL) or 91S-FB4 (BN/GN).
- A short to ground or voltage in circuit 91S-FB3 (BN/BL) or 91S-FB4 (BN/GN).
- A short to voltage in circuit 91S-FB3 (BN/BL) or 91S-FB4 (BN/GN).
- Coolant control valve.
- Evaporator discharge air temperature sensor.
- DATC module.

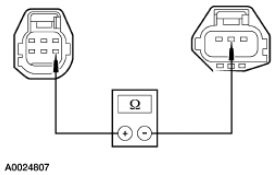
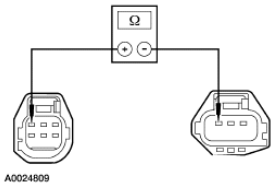
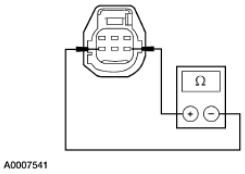
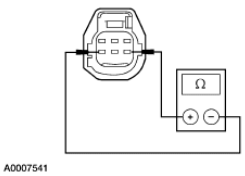
PINPOINT TEST J: FULL HEAT ONLY IN ALL MODES

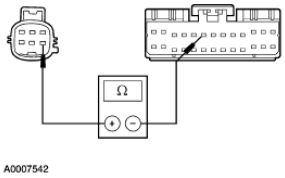
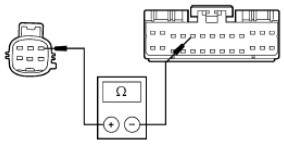
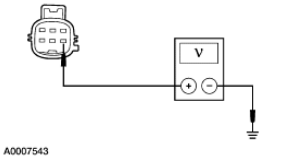
Test Step	Result / Action to Take
⚠ CAUTION: The coolant control valve jumper harness-to-engine compartment wiring harness connector halves are identified as C134. Make sure to carefully identify the correct half of the	

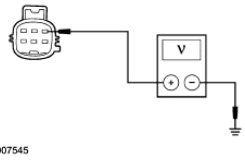
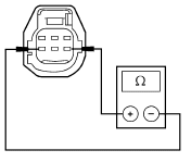
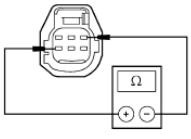
connector before carrying out any electrical measurements. Failure to do so can result in damage to the DATC module.	
J1 CHECK CIRCUIT 30-FB3 (RD/OG)	
• Key in OFF position. • Disconnect: Coolant Control Valve Jumper Harness and Engine Compartment Wiring Harness C134. • ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the voltage between the engine compartment wiring harness C134-4, circuit 30-FB3 (RD/OG) and ground.  A0007536 • **Is the voltage greater than 10 volts?**	**Yes** GO to J2 . **No** REPAIR circuit 30-FB3 (RD/OG) or circuit 30-FA1 (RD). TEST the system for normal operation.
J2 CHECK THE COOLANT CONTROL VALVE DRIVER SIDE SOLENOID RESISTANCE	
• Measure the resistance between the coolant control valve jumper harness C134-4, circuit 30-FB3 (RD/OG) and C134-6, circuit 91S-FB4 (BN/GN).  A0007541 • **Does the resistance measure between 10-23 ohms?**	**Yes** GO to J3 . **No** If the resistance is greater than 23 ohms, GO to J7 . If the resistance is less than 10 ohms, GO to J9 .
J3 CHECK THE COOLANT CONTROL VALVE PASSENGER SIDE SOLENOID RESISTANCE	
• Measure the resistance between the coolant control valve jumper harness C134-4, circuit 30-FB3 (RD/OG) and C134-3, circuit 91S-FB3 (BN/BU).	**Yes** GO to J4 . **No** If the resistance is greater than 23 ohms, GO to J8 . If the resistance is less than 10 ohms, GO to J10 .

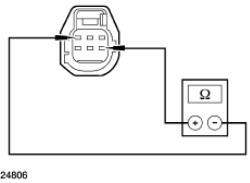
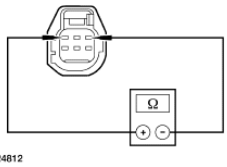
 A0024806 • **Does the resistance measure between 10-23 ohms?**	
J4 CHECK SOURCE VOLTAGE FOR TESTING	
• Measure the voltage between the underhood auxiliary junction box (UAJB) fuse terminal F124, circuit 30-KA23 (RD/OG) and ground.  A0024801 • **Is the voltage greater than 10 volts?**	**Yes** GO to J5 . **No** REPAIR circuit 30-KA23 (RD/OG). GO to J5 .
J5 CHECK THE DATC GROUND SIGNAL CIRCUIT 91S-FB4 (BN/GN)	
• Key in START position. • Press the PANEL button and set the driver and passenger side temperature settings to full cool on the DATC module. • ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the voltage between the UAJB fuse terminal F124, circuit 30-KA23 (RD/OG) and the engine compartment wiring harness C134-6, circuit 91S-FB4 (BN/GN).  A0024802 • **Is the voltage greater than 10 volts?**	**Yes** GO to J6 . **No** GO to J11 .
J6 CHECK THE DATC GROUND SIGNAL CIRCUIT 91S-FB3 (BN/BU)	
• ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the voltage between the UAJB fuse terminal F124, circuit 30-KA23 (RD/OG) and	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. **No** GO to J12 .

the engine compartment wiring harness C134-3, circuit 91S-FB3 (BN/BU).  A0024803 • **Is the voltage greater than 10 volts?**	
J7 CHECK THE COOLANT CONTROL VALVE JUMPER HARNESS CIRCUITS 30-FB3 (RD/OG) AND 91S-FB3 (BN/BU)	
• Disconnect: Coolant Control Valve C1034. • Measure the resistance between the coolant control valve jumper harness C134-4, circuit 30-FB3 (RD/OG) and the coolant control valve C1034-2, circuit 30-FB3 (RD/OG).  A0024807 • Measure the resistance between the coolant control valve jumper harness C134-6, circuit 91S-FB4 (BN/GN) and the coolant control valve C1034-1, circuit 91S-FB4 (BN/GN).  A0024808 • **Are the resistances less than 5 ohms?**	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. **No** REPAIR the affected circuit(s) of the coolant control valve jumper harness. TEST the system for normal operation.
J8 CHECK THE COOLANT CONTROL VALVE JUMPER HARNESS CIRCUITS 30-FB3 (RD/OG) AND 91S-FB3 (BN/BU)	
• Disconnect: Coolant Control Valve C1034. • Measure the resistance between the coolant control valve jumper harness C134-4, circuit 30-FB3 (RD/OG) and the coolant control valve C1034-2, circuit 30-FB3 (RD/OG).	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. **No** REPAIR the affected circuit(s) of the coolant control valve jumper harness. TEST the system for normal operation.

 A0024807 • Measure the resistance between the coolant control valve jumper harness C134-3, circuit 91S-FB3 (BN/BU) and the coolant control valve C1034-3, circuit 91S-FB3 (BN/BU).  A0024809 • **Are the resistances less than 5 ohms?**	
J9 CHECK THE COOLANT CONTROL VALVE JUMPER HARNESS CIRCUIT 91S-FB4 (BN/GN) FOR A SHORT	
• Disconnect: Coolant Control Valve C1034. • Measure the resistance between the coolant control valve jumper harness C134-6, circuit 91S-FB4 (BN/GN) and C134-4, circuit 30-FB3 (RD/OG).  A0007541 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. **No** REPAIR the affected circuit(s). TEST the system for normal operation.
J10 CHECK THE COOLANT CONTROL VALVE JUMPER HARNESS CIRCUIT 91S-FB3 (BN/BU) FOR A SHORT	
• Disconnect: Coolant Control Valve C1034. • Measure the resistance between the coolant control valve jumper harness C134-3, circuit 91S-FB3 (BN/BU) and C134-4, circuit 30-FB3 (RD/OG).  A0007541 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new coolant control valve. TEST the system for normal operation. **No** REPAIR the affected circuit(s). TEST the system for normal operation.

J11 CHECK CIRCUIT 91S-FB4 (BN/GN) FOR AN OPEN	
• Key in OFF position. • Disconnect: DATC Module C228b. • Measure the resistance between the engine compartment wiring harness C134-6, circuit 91S-FB4 (BN/GN) and the DATC module C228b-6, circuit 91S-FB4 (BN/GN).  A0007542 • **Is the resistance less than 5 ohms?**	**Yes** GO to J13 . **No** REPAIR circuit 91S-FB4 (BN/GN). TEST the system for normal operation.
J12 CHECK CIRCUIT 91S-FB3 (BN/BU) FOR AN OPEN	
• Key in OFF position. • Disconnect: DATC Module C228b. • Measure the resistance between the engine compartment wiring harness C134-3, circuit 91S-FB3 (BN/BU) and the DATC module C228b-5, circuit 91S-FB3 (BN/BU).  A0007544 • **Is the resistance less than 5 ohms?**	**Yes** GO to J14 . **No** REPAIR circuit 91S-FB3 (BN/BU). TEST the system for normal operation.
J13 CHECK CIRCUIT 91S-FB4 (BN/GN) FOR A SHORT TO VOLTAGE	
• Key in ON position. • ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the voltage between the engine compartment wiring harness C134-6, circuit 91S-FB4 (BN/GN) and ground.  A0007543	**Yes** REPAIR circuit 91S-FB4 (BN/GN). If system operation is still not correct, INSTALL a new DATC module. TEST the system for normal operation. **No** GO to J15 .

• **Is voltage present?**	
J14 CHECK CIRCUIT 91S-FB3 (BN/BU) FOR A SHORT TO VOLTAGE	
• Key in ON position. • ⚠ **CAUTION: Do not short the engine compartment wiring harness C134 pins 3 or 6 to pins 1 or 4. Damage to the DATC module can result if this occurs.** • Measure the voltage between the engine compartment wiring harness C134-3, circuit 91S-FB3 (BN/BU) and ground.  A0007545 • **Is voltage present?**	**Yes** REPAIR circuit 91S-FB3 (BN/BU). If system operation is still not correct, INSTALL a new DATC module. TEST the system for normal operation. **No** GO to J16 .
J15 CHECK THE COOLANT CONTROL VALVE JUMPER HARNESS CIRCUIT 91S-FB4 (BN/GN) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Coolant Control Valve C1034. • Measure the resistance between the coolant control valve jumper harness C134-6, circuit 91S-FB4 (BN/GN) and C134-4, circuit 30-FB3 (RD/OG).  A0007541 • **NOTE:** Carry out this step only on vehicles equipped with a 3.9L engine. • Measure the resistance between the coolant control valve jumper harness C134-6, circuit 91S-FB4 (BN/GN) and C134-1, circuit 30S-FB1 (RD/YE).  A0006758 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to J17 . **No** REPAIR the affected circuit(s) of the coolant control valve jumper harness. If system operation is still not correct, INSTALL a new DATC module. TEST the system for normal operation.

J16 CHECK THE COOLANT CONTROL VALVE JUMPER HARNESS CIRCUIT 91S-FB3 (BN/BU) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Coolant Control Valve C1034. • Measure the resistance between the coolant control valve jumper harness C134-3, circuit 91S-FB3 (BN/BU) and C134-4, circuit 30-FB3 (RD/OG).  A0024806 • **NOTE:** Carry out this step only on vehicles equipped with a 3.9L engine. • Measure the resistance between the coolant control valve jumper harness C134-3, circuit 91S-FB3 (BN/BU) and C134-1, circuit 30S-FB1 (RD/YE).  A0024812 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to J17 . **No** REPAIR the affected circuit(s) of the coolant control valve jumper harness. If system operation is still not correct, INSTALL a new DATC module. TEST the system for normal operation.
J17 CHECK EVAPORATOR DISCHARGE TEMPERATURE SENSOR	
• Connect: Coolant Control Valve C1034. • Key in START position. • Press the DATC MAX A/C override button. Make sure the A/C indicator LED is on. • Enter the following diagnostic mode on the diagnostic tool: Evaporator Discharge Temperature Sensor. • **Does the sensor temperature change at all?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** INSTALL a new evaporator discharge temperature sensor. TEST the system for normal operation.

Pinpoint Test K: The Dual Temperature Control Is Inoperative/Does Not Operate Correctly

Normal Operation

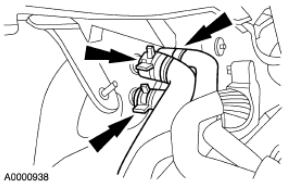
Under normal operation, the LH and RH discharge temperature sensors receive a ground from the Dual Automatic Temperature Control (DATC) module through circuit (LH) 9-FA47 (BN/GN)/9-FA3 (BN/BL) and (RH) 9-FA51 (BN/YE)/9-FA3 (BN/BL). A 5-volt reference voltage is supplied to the LH and RH discharge temperature sensors from the DATC module through circuits (LH) 8-FA47 (WH/GN) and (RH) 8-FA51 (WH/BK).

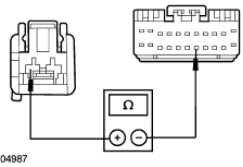
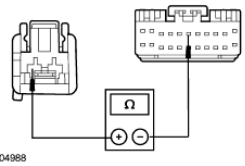
Possible Causes

- An open in circuit 9-FA47 (BN/GN) or 9-FA51 (BN/YE)
- DATC module.

PINPOINT TEST K: THE DUAL TEMPERATURE CONTROL IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
K1 VERIFY THE CONCERN	
NOTE: When carrying out this test step, allow time for the system to respond. • With the engine at normal operating temperature, select PANEL mode and A/C on the DATC module. • Using the driver side temperature control, set the driver side temperature to 16°C (60°F) and then set to 32°C (90°F). • **Do both the driver side and passenger side air temperatures go to full cool then to full heat?**	**Yes** GO to K2 . **No** If driver or passenger side only does not go to full cool and then full heat,GO to K6 .
K2 CHECK MODULE CONFIGURATION	
• Enter Module Identification mode. • Enter the following diagnostic mode on the diagnostic tool: PID CNFG Data. • **Does PID CNFG data read ON and 4N_3N_2Y?**	**Yes** GO to K3 . **No** RECONFIGURE the DATC module.
K3 REQUEST CONTINUOUS CODES AND CARRY OUT THE DATC SELF-TEST	
• Request Continuous DTCs and carry out the DATC Module Self-Test. Refer to Climate Control System . Record the DTCs displayed, if any. • **Are any DTCs displayed?**	**Yes** REFER to the DATC Module Diagnostic Trouble Code (DTC) Index. CARRY OUT the necessary diagnosis and REPAIR as necessary. **No** GO to K4 .
K4 CHECK THE TEMPERATURE SENSORS FOR CORRECT INSTALLATION	
• Key in OFF position. • Check the driver side, passenger side, evaporator core and ambient air temperature sensors for correct installation. • Check the in-vehicle temperature sensor and venturi hose for correct installation. • **Are the sensors installed correctly?**	**Yes** GO to K5 . **No** CORRECT the sensor installation. TEST the system for normal operation.
K5 CHECK FOR CORRECT HEATER HOSE CONNECTIONS	
NOTE: The hose assembly that connects to the inboard port on the coolant control valve connects to	**Yes** GO to K6 .

the inboard port (driver side) on the heater core. • Check the heater hose connections for correct installation. • **Are the heater hoses installed correctly?**	**No** CORRECT the heater hose installation. TEST the system for normal operation.
K6 CHECK FOR CORRECT COOLANT FLOW TO THE HEATER CORE	
⚠ **WARNING: The heater core inlet hoses will become too hot to handle and can cause serious burns if the system is working correctly. Failure to follow these instructions can result in personal injury.** • Remove the passenger side cowl cover. • Key in START position. • With the engine running at normal operating temperature and the DATC module set to 32°C (90°F), see if both inlet heater hoses are too hot to handle. • **Are both inlet heater hoses too hot to handle?**	**Yes** GO to K7 . **No** Go To Pinpoint Test H .
K7 CHECK CORRECT COOLANT CONTROL VALVE OPERATION	
• Remove the passenger side cowl cover. • Clamp off the three heater hoses going to the heater core, as close to the heater core as possible.  A0000938 • Key in START position. • Set the DATC module to 16°C (60°F). • **Is cooling restored?**	**Yes** Concern is with coolant control valve operation. Go To Pinpoint Test J . **No** GO to K8 .
K8 CHECK CIRCUITS 8-FA51 (WH/BK) AND 8-FA47 (WH/GN)	
• Key in OFF position. • Disconnect: Passenger Side Discharge Air Temperature Sensor C255. • Disconnect: Driver Side Discharge Air Temperature Sensor C235. • Disconnect: DATC Module C228a. • Measure the resistance between the passenger side discharge air temperature sensor C255, circuit 8-FA51 (WH/BK) and the DATC module C228a-18, circuit 8-FA51 (WH/BK).	**Yes** RECHECK all connections, RECONNECT and RETEST the system. If the condition still exists, INSTALL a new DATC module. TEST the system for normal operation. **No** CHECK to make sure that circuit 8-FA47 (WH/GN) is connected to DATC module C228a-6 and that circuit 8-FA51 (WH/BK) is connected to DATC module C228b-18. REPAIR as required. TEST the system for normal operation.

 A0004987 • Measure the resistance between the driver side discharge air temperature sensor C235, circuit 8-FA47 (WH/GN) and the DATC module C228a-6, circuit 8-FA47 (WH/GN).  A0004988 • **Are the resistances less than 5 ohms?**	

Pinpoint Test L: The A/C Does Not Operate/Does Not Operate Correctly

Normal Operation

Under normal operation, when the Powertrain Control Module (PCM) receives an A/C request signal from the DATC module, the PCM provides a ground for the A/C clutch relay coil through circuit 91S-FA79 (BN/BL). The A/C clutch relay coil receives ignition voltage through circuit 15S-FA79 (GN/RD). The relay switch receives battery voltage through circuit 30-FA79 (RD/OG). When the relay coil is grounded, voltage is delivered through circuit 15-FA6 (GN/YE) to the A/C compressor clutch field coil. Ground for the A/C compressor clutch field coil is provided through circuit 31-FA6 (BK/YE).

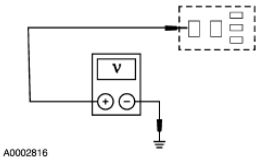
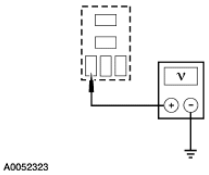
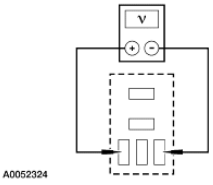
Possible Causes

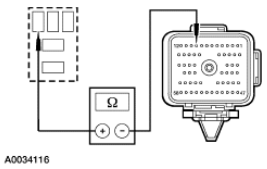
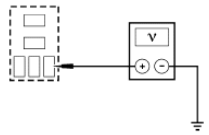
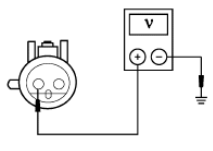
- An open in circuit 31-FA6 (BK/YE), 30S-FA79 (RD), 91S-FA79 (BN/BL), 15S-FA79 (GN/RD) or 15-FA6 (GN/YE).
- A short to voltage in circuit 91S-FA79 (BN/BL).
- A/C clutch relay.
- A/C compressor clutch/field coil.
- DATC module.
- Evaporator discharge air temperature sensor.
- PCM

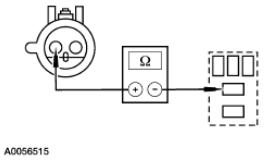
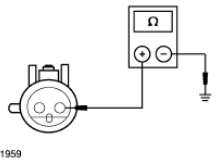
PINPOINT TEST L: THE A/C DOES NOT OPERATE/DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
NOTE: The ambient temperature must be above 0°C (32°F) to permit the A/C compressor to operate.	
L1 VERIFY CUSTOMER COMPLAINT	
• Make sure the engine is at operating temperature. • Select panel and A/C modes. • **Is full heat present in all temperature settings?**	**Yes** Go To Pinpoint Test J . **No** GO to L2 .

L2 CARRY OUT THE PCM AND DATC MODULE SELF-TESTS	
• Enter the following diagnostic mode on the diagnostic tool: PCM Self Test. • Key in ON position. • Carry out the PCM self-test. Record any DTCs displayed. • Carry out the DATC module self-test and retrieve continuous DTCs. Refer to Climate Control System . Record the DTCs displayed, if any. • **Were any DTCs displayed?**	**Yes** REFER to the PCM or DATC Module Diagnostic Trouble Code (DTC) Index. CARRY OUT the necessary diagnosis and REPAIR as necessary. **No** GO to L3 .
L3 CHECK PID WACF WITH THE A/C ON	
NOTE: When PCM PID WACF is YES, this is the same fault as DTC P1460. • Key in START position. • Press the DATC PANEL and A/C override button. Make sure the A/C indicator LED is on. • Enter the following diagnostic mode on the diagnostic tool: PCM PID WACF. • **Does the PCM PID WACF read YES?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue the diagnosis. **No** GO to L4 .
L4 CHECK PID ACCS WITH THE A/C ON	
• Make sure PID EXT_FT2 reading is greater than 0°C (32°F). • Make sure that the PID ACPEVAP reading is greater than 2°C (35°F). • Make sure the engine is at idle. • Press the DATC PANEL and the A/C override buttons. Make sure the A/C indicator LED is on. • Enter the following diagnostic mode on the diagnostic tool: PCM PID ACCS. • **Does the PCM PID ACCS read ON?**	**Yes** GO to L5 . **No** INSTALL a new DATC module. TEST the system for normal operation.
L5 CHECK PID WAC WITH THE A/C ON	
• Press the DATC PANEL and the A/C override button. Make sure the A/C indicator LED is on. • Enter the following diagnostic mode on the diagnostic tool: PCM PID WAC. • **Does the PID WAC read ON?**	**Yes** GO to L6 . **No** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue the diagnosis.
L6 CHECK THE REFRIGERANT SYSTEM PRESSURE	
• Key in OFF position. • Connect the manifold set to the service ports. Refer to Manifold Gauge Set Connection in this section.	**Yes** GO to L7 . **No** CHECK the system for refrigerant system leaks.

• **Is the pressure between 345 kPa (50 psi) and 1,724 kPa (250 psi)?**	REPAIR as necessary. TEST the system for normal operation.
L7 CHECK FOR POWER TO THE A/C RELAY	
• Key in OFF position. • Disconnect: A/C Clutch Relay. • Key in ON position. • Measure the voltage between A/C clutch relay C1008 pin 3, circuit 30-FA79 (RD/OG), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to L8 . **No** REPAIR circuit 30-FA79 (RD) for an open. TEST the system for normal operation.
L8 CHECK CIRCUIT 15S-FA79 (GN/RD) FOR VOLTAGE	
• Measure the voltage between A/C clutch relay C1008 pin 1, circuit 15S-FA79 (GN/RD), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to L9 . **No** REPAIR circuit 15S-FA79 (GN/RD) for an open. TEST the system for normal operation.
L9 CHECK CIRCUIT 30-FA79 (RD) FOR A SHORT TO GROUND	
• Press the DEFROST override button on the DATC module. • Measure the voltage between A/C clutch relay C1008 pin 1, circuit 15S-FA79 (GN/RD) and pin 2, circuit 91S-FA79 (BN/BU).  • **Is the voltage greater than 10 volts?**	**Yes** GO to L12 . **No** GO to L10 .
L10 CHECK CIRCUIT 91S-FA79 (BN/BU) FOR AN OPEN	

• Key in OFF position. • Disconnect: PCM C175. • Measure the resistance between the A/C control relay socket pin 2, circuit 91S-FA79 (BN/BU) and the PCM C175a-9 circuit 91S-FA79 (BN/BU).  A0034116 • **Is the resistance less than 5 ohms?**	**Yes** GO to L11 . **No** REPAIR circuit 91S-FA79 (BN/BU) for an open. TEST the system for normal operation.
L11 CHECK CIRCUIT 91S-FA79 (BN/BU) FOR A SHORT TO VOLTAGE	
• Key in ON position. • Measure the voltage between the A/C control relay socket pin 2, circuit 91S-FA79 (BN/BU) and the ground.  A0055256 • **Is voltage present?**	**Yes** REPAIR circuit 91S-FA79 (BN/BU). CLEAR the DTCs. TEST the system for normal operation. **No** INSTALL a new PCM. TEST the system for normal operation.
L12 CHECK THE A/C CLUTCH INPUT	
• Key in OFF position. • Connect: A/C Clutch Relay. • Disconnect: A/C Clutch Field Coil C100. • Key in ON position. • With the engine running, measure the voltage between A/C clutch field coil C100, circuit 15S-FA6 (GN/YE), harness side and ground.  A0001957 • **Is the voltage greater than 10 volts?**	**Yes** GO to L14 . **No** GO to L13 .
L13 CHECK CIRCUIT 15S-FA6 (GN/YE) FOR AN OPEN	

• Key in OFF position. • Measure the resistance between A/C clutch C100, circuit 15S-FA6 (GN/YE) and A/C clutch relay C1008 pin 5, circuit 15S-FA6 (GN/YE).  A0056515 • **Is the resistance 5 ohms or less?**	**Yes** INSTALL a new A/C clutch relay. TEST the system for normal operation. **No** REPAIR circuit 15S-FA6 (GN/YE) for an open. TEST the system for normal operation.
L14 CHECK THE A/C CLUTCH GROUND CIRCUIT FOR AN OPEN	
• Key in OFF position. • Measure the resistance between A/C clutch C100, circuit 31-FA6 (BK/YE), harness side and ground.  A0001959 • **Is the resistance 5 ohms or less?**	**Yes** GO to L15 . **No** REPAIR circuit 31-FA6 (BK/YE). TEST the system for normal operation.
L15 CHECK THE CLUTCH AIR GAP	
• Measure the A/C compressor clutch air gap at three equally spaced locations between the clutch hub and the A/C compressor clutch pulley. • **Is the A/C compressor clutch air gap greater than 0.75 mm (0.030 in)?**	**Yes** ADJUST the A/C compressor clutch field coil. TEST the system for normal operation. **No** INSTALL a new A/C compressor clutch field coil. TEST the system for normal operation.

Pinpoint Test M: The Air Conditioning (A/C) Is Always On

Normal Operation

Under normal operation, when the Powertrain Control Module (PCM) receives an A/C request signal from the DATC module, the PCM provides a ground for the A/C clutch relay coil through circuit 91S-FA79 (BN/BL). The A/C clutch relay coil receives ignition voltage through circuit 15S-FA79 (GN/RD). The relay switch receives battery voltage through circuit 30-FA79 (RD/OG). When the relay coil is grounded, voltage is delivered through circuit 15-FA6 (GN/YE) to the A/C compressor clutch field coil. Ground for the A/C compressor clutch field coil is provided through circuit 31-FA6 (BK/YE).

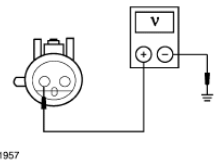
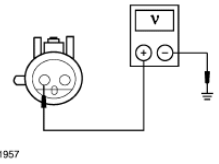
Possible Causes

- A short to voltage in circuit 15-FA6 (GN/YE).
- A/C clutch relay.
- A/C compressor clutch/field coil.
- DATC module.

- PCM

PINPOINT TEST M: THE A/C IS ALWAYS ON

Test Step	Result / Action to Take
M1 CARRY OUT THE PCM AND DATC MODULE SELF-TESTS	
• Enter the following diagnostic mode on the diagnostic tool: PCM Self Test. • Key in ON position. • Carry out the PCM self-test. Record any DTCs. • Carry out the DATC module self-test and retrieve continuous DTCs. Refer to Climate Control System under Diagnosis and Testing in this section. Record the DTCs displayed, if any. • **Are any PCM or DATC DTCs displayed?**	**Yes** REFER to the PCM or DATC Module Diagnostic Trouble Code (DTC) Index. CARRY OUT the necessary diagnosis and REPAIR as necessary. **No** GO to M2 .
M2 CHECK DATC BUTTONS	
• With the engine running, toggle between DATC OFF button and the A/C button. • **DOES the A/C indicator light turn on when the A/C button is pushed, and off when the OFF button is pushed?**	**Yes** GO to M3 . **No** INSTALL a new DATC module. TEST the system for normal operation.
M3 CHECK PCM PID ACCS	
• Enter the following diagnostic mode on the diagnostic tool: PCM PID ACCS. • Key in ON position. • Push the DATC OFF button, then push the A/C button. • **Does the A/C indicator light turn off and on and the PCM PID ACCS continue to read ON?**	**Yes** RERUN the Data Link Diagnostic Test. **No** GO to M4 .
M4 CHECK PID WACF WITH THE A/C OFF	
• Key in ON position. • Push the DATC OFF button. • Enter the following diagnostic mode on the diagnostic tool: PCM PID WACF. • **Does PCM PID WACF read YES?**	**Yes** REPAIR circuit 91S-FA79 (BK/OG) for a short to ground. TEST the system for normal operation. **No** GO to M5 .
M5 CHECK FOR POWER ALWAYS ON CIRCUIT 15S-FA6 (GN/YE)	
• Key in OFF position. • Disconnect: A/C Clutch C100. • Key in ON position. • Make sure the DATC is in the OFF position. • Measure the voltage between A/C clutch field coil C100, circuit 15S-FA6 (GN/YE), harness side and ground.	**Yes** GO to M7 . **No** GO to M6 .

 A0001957 • **Is the voltage greater than 10 volts?**	
M6 CHECK THE CLUTCH AIR GAP	
• Measure the A/C compressor clutch air gap at three equally spaced locations between the clutch hub and the A/C compressor clutch pulley. • **Is the A/C compressor clutch air gap greater than 0.75 mm (0.030 in)?**	**Yes** ADJUST the A/C compressor clutch field coil. TEST the system for normal operation. **No** INSTALL a new A/C compressor clutch field coil. TEST the system for normal operation.
M7 CHECK CIRCUIT 15-FA6 (GN/YE) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: A/C Clutch Relay. • Key in ON position. • With the engine running, measure the voltage between A/C clutch field coil C100, circuit 15S-FA6 (GN/YE), harness side and ground.  A0001957 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit 15S-FA6 (GN/YE) for a short to voltage. TEST the system for normal operation. **No** INSTALL a new A/C clutch relay. TEST the system for normal operation.

Pinpoint Test N: The Blower Motor Is Inoperative

Normal Operation

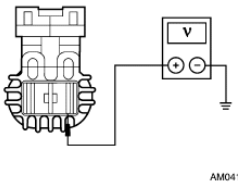
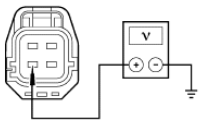
Under normal operation, the blower motor relay coil receives a ground from the DATC module through circuit 31S-FA23 (BK/BU). The coil receives voltage through circuit 30-FA24 (RD/OG). Voltage is supplied to the relay contacts from circuit 30-FA24 (RD/OG). When the relay coil is energized, voltage is delivered to the blower motor through circuit 30S-FA18 (RD/BK). Ground for the motor is provided through circuit 31S-FA18 (BK/RD) from the blower control module. Ground for the blower control module is provided by circuit 31-FA45 (BK). The DATC module sends a 0-volt (LO) to 5-volt (HI) signal to the blower control module through circuit 8-FA45 (BN/BU) to control the blower speed.

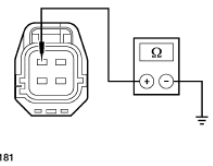
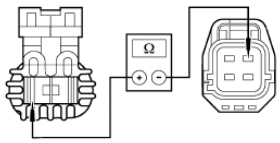
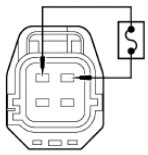
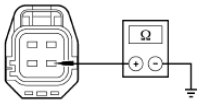
Possible Causes

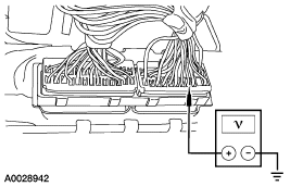
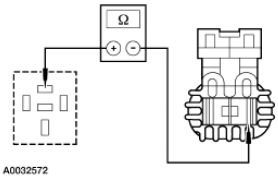
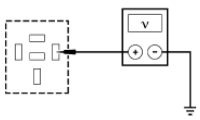
- An open in circuit 31-FA45 (BK), 31S-FA18 (BK/RD), 30S-FA18 (RD/BK), 30-FA24 (RD/OG) or 31S-FA23 (BK/BU).
- A short to ground in circuit 8-FA45 (BN/BU).
- A short to voltage in circuit 31S-FA23 (BK/BU).
- A/C blower relay.

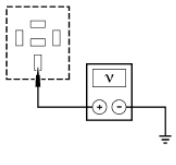
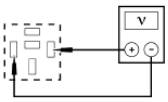
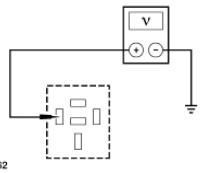
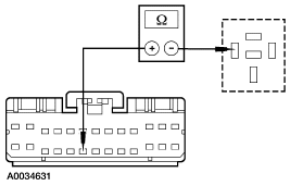
- Blower motor control module.
- DATC module.

PINPOINT TEST N: THE BLOWER MOTOR IS INOPERATIVE

Test Step	Result / Action to Take
N1 VERIFY THE BLOWER MOTOR OPERATION	
• Key in ON position. • Press the PANEL button on the DATC module. Adjust the blower motor setting to LO and then to HI. • **Is the blower motor inoperative in all settings?**	**Yes** GO to N2 . **No** Go To Pinpoint Test O .
N2 CHECK FOR VOLTAGE TO THE BLOWER MOTOR	
• Key in OFF position. • Disconnect: Blower Motor C288. • Key in ON position. • Measure the voltage between the blower motor C288, circuit 30S-FA18 (RD/BK) and ground.  AM0416-A • **Is the voltage greater than 10 volts?**	**Yes** GO to N3 . **No** GO to N9 .
N3 CHECK FOR VOLTAGE TO THE BLOWER MOTOR CONTROLLER	
• Key in OFF position. • Disconnect: Blower Motor Speed Control C297. • Key in ON position. • Measure the voltage between the blower motor speed control C297-4, circuit 30S-FA45 (RD/OG) and ground.  A0052329 • **Is the voltage greater than 10 volts?**	**Yes** GO to N4 . **No** REPAIR circuit 30S-FA45 (RD/OG) for an open. TEST the system for normal operation.
N4 CHECK CIRCUIT 31-FA45 (BK) FOR AN OPEN	
• Measure the resistance between the blower motor speed control C297-2, circuit 31-FA45 (BK) and ground.	**Yes** GO to N5 . **No** REPAIR circuit 31-FA45 (BK) for an open. TEST the

 A0056181 • **Is the resistance less than 5 ohms?**	system for normal operation.
N5 CHECK CIRCUIT 31S-FA18 (BK/RD) FOR AN OPEN	
• Measure the resistance between the blower motor C288, circuit 31S-FA18 (BK/RD) and the blower motor speed control C197-1, circuit 31S-FA18 (BK/RD).  A0056182 • **Is the resistance less than 5 ohms?**	**Yes** GO to N6 . **No** REPAIR circuit 31S-FA18 (BK/RD) for an open. TEST the system for normal operation.
N6 CHECK THE BLOWER MOTOR	
• Connect: Blower Motor C288. • Connect a fused jumper lead between the blower motor speed control C197-1, circuit 31S-FA18 (BK/RD) and C197-2, circuit 31-FA45 (BK).  A0056183 • Key in ON position. • **Does the blower motor operate?**	**Yes** GO to N7 . **No** INSTALL a new blower motor. TEST the system for normal operation.
N7 CHECK CIRCUIT 8-FA45 (WH/BU) FOR A SHORT TO GROUND	
• Key in OFF position. • Removed the fused jumper lead from the blower motor speed control C297. • Disconnect: DATC Module C228b. • Measure the resistance between the blower motor speed control C197-3, circuit 8-FA45 (WH/BU) and ground.  A0052330 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to N8 . **No** REPAIR circuit 8-FA45 (WH/BU). TEST the system for normal operation.

N8 CHECK THE DATC MODULE OUTPUT	
• Connect: DATC Module C228b. • Connect: Blower Motor Speed Control C297. • Key in ON position. • Adjust the blower motor speed to HI (7 bars). • Measure the voltage between the DATC module C228a-15, circuit 8-FA45 (WH/BU) and ground by back-probing the DATC module C228a.  A0028942 • **Is the voltage greater than 4.5 volts?**	**Yes** INSTALL a new blower motor speed control. TEST the system for normal operation. **No** INSTALL a new DATC module. TEST the system for normal operation.
N9 CHECK CIRCUIT 30S-FA18 (RD/BK) FOR AN OPEN	
• Key in OFF position. • Disconnect: Blower Motor Relay C1011. • Measure the resistance between the blower motor relay C1011 socket pin 87, circuit 30S-FA18 (RD/BK) and the blower motor C288, circuit 30S-FA18 (RD/BK).  A0032572 • **Is the resistance less than 5 ohms?**	**Yes** GO to N10 . **No** REPAIR circuit 30S-FA18 (RD/BK) for an open. TEST the system for normal operation.
N10 CHECK CIRCUIT 30-FA24A (RD/OG) FOR AN OPEN	
• Measure the voltage between the blower motor relay C1011 socket pin 86, circuit 30-FA24A (RD/OG) and ground.  A0020210 • **Is the voltage greater than 10 volts?**	**Yes** GO to N11 . **No** REPAIR circuit 30-FA24A (RD/OG) for an open. TEST the system for normal operation.
N11 CHECK CIRCUIT 30-FA24 (RD/OG) FOR AN OPEN	
• Measure the voltage between the blower motor relay C1011 socket pin 30, circuit 30-FA24 (RD/OG) and ground.	**Yes** GO to N12 . **No** REPAIR circuit 30-FA24 (RD/OG) for an open. TEST

 A0032581 • **Is the voltage greater than 10 volts?**	the system for normal operation.
N12 CHECK THE DATC MODULE OUTPUT	
• Key in ON position. • Measure the voltage between the blower motor relay C1011 socket pin 86, circuit 30-FA24A (RD/OG) and socket pin 85, circuit 31S-FA23 (BK/BU).  A0034149 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new blower motor relay. TEST the system for normal operation. **No** GO to N13 .
N13 CHECK CIRCUIT 31S-FA23 (BK/BU) FOR SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: DATC Module C228b. • Key in ON position. • Measure the voltage between the blower motor relay C1011 socket pin 85, circuit 31S-FA23 (BK/BU) and ground.  A0013862 • **Is voltage present?**	**Yes** REPAIR circuit 31S-FA23 (BK/BU). TEST the system for normal operation. **No** GO to N14 .
N14 CHECK CIRCUIT 31S-FA23 (BK/BU) FOR AN OPEN	
• Measure the resistance between the DATC module C228b-19, circuit 31S-FA23 (BK/BU) and the blower motor relay C1011 socket pin 85, circuit 31S-FA23 (BK/BU).  A0034631 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR circuit 31S-FA23 (BK/BU) for an open. TEST the system for normal operation.

Pinpoint Test O: The Blower Motor Does Not Operate Correctly

Normal Operation

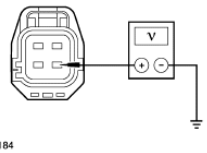
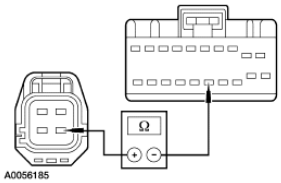
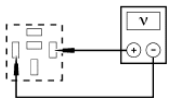
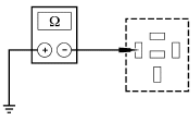
Under normal operation, the blower motor relay coil receives a ground from the DATC module through circuit 31S-FA23 (BK/BU). The coil receives voltage through circuit 30-FA24 (RD/OG). Voltage is supplied to the relay contacts from circuit 30-FA24 (RD/OG). When the relay coil is energized, voltage is delivered to the blower motor through circuit 30S-FA18 (RD/BK). Ground for the motor is provided through circuit 31S-FA18 (BK/RD) from the blower control module. Ground for the blower control module is provided by circuit 31-FA45 (BK). The DATC module sends a 0-volt (LO) to 5-volt (HI) signal to the blower control module through circuit 8-FA45 (BN/BU) to control the blower speed.

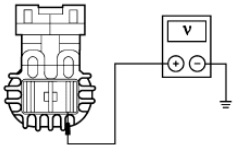
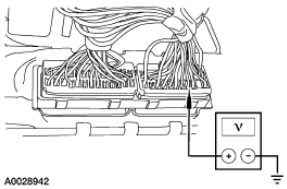
Possible Causes

- An open in circuit 8-FA45 (BN/BU).
- A short to ground in circuit 31S-FA18 (BK/RD) or 31S-FA23 (BK/BU).
- A short to voltage in circuit 8-FA45 (BN/BU) or 30S-FA18 (RD/BK).
- Blower motor control module.
- DATC module.

PINPOINT TEST O: THE BLOWER MOTOR DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
O1 VERIFY THE BLOWER MOTOR OPERATION	
• Key in ON position. • Press the PANEL button on the DATC module. Adjust the blower motor setting to LO and then to HI. • **Does the blower motor operate at any setting?**	**Yes** If the blower motor operates always in HIGH, GO to O2 . If the blower motor is always ON, GO to O5 . **No** Go To Pinpoint Test N .
O2 CHECK CIRCUIT 31S-FA18 (BK/RD) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: Blower Motor Speed Control C297. • Key in ON position. • **Does the blower motor operate?**	**Yes** REPAIR circuit 31S-FA18 (BK/RD) for a short to ground. TEST the system for normal operation. **No** GO to O3 .
O3 CHECK CIRCUIT 8-FA45 (WH/BU) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: DATC Module C228a. • Key in ON position. • Measure the voltage between the blower motor speed control C197-3, circuit 8-FA45 (WH/BU) and ground.	**Yes** REPAIR circuit 8-FA45 (WH/BU) for a short to voltage. TEST the system for normal operation. **No** GO to O4 .

 A0056184 • **Is voltage present?**	
O4 CHECK CIRCUIT 8-FA45 (WH/BU) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the blower motor speed control C197-3, circuit 8-FA45 (WH/BU) and DATC Module C228a-15, circuit 8-FA45 (WH/BU).  A0056185 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new blower motor speed control. TEST the system for normal operation. **No** REPAIR circuit 8-FA45 (WH/BU) for an open. TEST the system for normal operation.
O5 CHECK THE DATC MODULE OUTPUT	
• Key in OFF position. • Disconnect: Blower Motor Relay C1011. • Key in ON position. • Measure the voltage between the blower motor relay C1011 socket pin 86, circuit 30-FA24A (RD/OG) and socket pin 85, circuit 31S-FA23 (BK/BU).  A0034149 • **Is the voltage greater than 10 volts?**	**Yes** GO to O6 . **No** GO to O7 .
O6 CHECK CIRCUIT 31S-FA23 (BK/BU) FOR A SHORT TO GROUND	
• Key in OFF position. • Disconnect: DATC Module C228a. • Measure the resistance between the blower motor relay C1011 socket pin 85, circuit 31S-FA23 (BK/BU) and ground.  A0013869 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new DATC module. TEST the system for normal operation. **No** REPAIR circuit 31S-FA23 (BK/BU) for a short to ground. TEST the system for normal operation.

O7 CHECK CIRCUIT 30S-FA18 (RD/BK) FOR A SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Blower Motor C288. • Key in ON position. • Measure the voltage between the blower motor C288, circuit 30S-FA18 (RD/BK) and ground.  AM0416-A • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit 30S-FA18 (RD/BK) for a short to voltage. TEST the system for normal operation. **No** GO to O8 .
O8 CHECK THE DATC MODULE BLOWER CONTROL OUTPUT	
• Adjust the blower motor speed to LO (1 bar). • Measure the voltage between the DATC module C228a-15, circuit 8-FA45 (WH/BU) and ground by back-probing the DATC module C228a.  A0028942 • **Is the voltage less than 1 volt?**	**Yes** INSTALL a new blower motor speed control. TEST the system for normal operation. **No** INSTALL a new DATC module. TEST the system for normal operation.

Component Tests

Heater Core

⚠ **WARNING: Carbon monoxide is colorless, odorless and dangerous. If it is necessary to operate the engine with the vehicle in a closed area such as a garage, always use an exhaust collector to vent the exhaust gases outside the closed area.**

1. **NOTE:** Testing of returned heater cores reveals that a large percentage of heater cores are good and did not require the installation of a new heater core. If a heater core leak is suspected, the heater core must be tested by following the plugged heater core component test before the heater core pressure test. Carry out a system inspection by checking the heater system thoroughly as follows:

   Inspect for evidence of coolant leakage at the heater hose to heater core attachments. A coolant leak in the heater hose could follow the heater core tube to the heater core and appear as a leak in the heater core.

2. **NOTE:** Spring-type clamps are installed as original equipment. Installation and overtightening of non-specified clamps can cause leakage at the heater hose connection and damage the heater core.

Check the integrity of the heater hose clamps.

Heater Core Plugged

⚠ WARNING: The heater core inlet hose will become too hot to handle if the system is working correctly.

1. Check to see that the engine coolant is at the correct level.

2. Start the engine and turn on the heater.

3. When the engine coolant reaches operating temperature, feel the heater core inlet and outlet hoses to see if they are hot.

4. If the outlet only is not hot:
   - the heater core may have an air pocket.
   - the heater core may be plugged.

5. If the inlet only is not hot:
   - the thermostat may not be working correctly.
   - the coolant control valve may not be working correctly.

Heater Core Pressure Test

Use the Pressure Test Kit to carry out the pressure test.

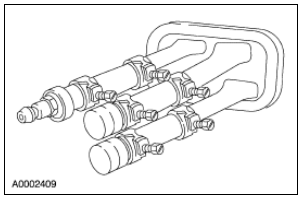
1. **NOTE:** Due to space limitations, a bench test may be necessary for pressure testing.

   Drain the coolant from the cooling system.

2. Disconnect the heater hoses from the heater core.

3. Install a short piece of heater hose, approximately 101 mm (4 inches) long on each heater core tube.

4. Fill the heater core and heater hoses with water and install the two plugs BT-7422-B and the adapter BT-7422-A from the Pressure Test Kit. Secure the heater hoses, plug and adapter with hose clamps.



5. Attach the pump and gauge assembly from the Pressure Test Kit to the adapter.

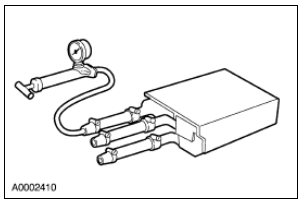
6. Close the bleed valve at the base of the gauge. Pump 241 kPa (35 psi) of air pressure into the heater core.

7. Observe the pressure gauge for a minimum of three minutes.

8. If the pressure drops, check the heater hose connections to the core tubes for leaks. If the heater hoses do not leak, remove the heater core from the vehicle and carry out the bench test.

Heater Core Bench Test

1. Remove the heater core from the vehicle.
2. Drain all of the coolant from the heater core.
3. Connect the 101 mm (4 inch) test heater hoses with plug and adapter to the core tubes. Then connect the Pressure Test Kit to the adapter.
4. Apply 241 kPa (35 psi) of air pressure to the heater core. Submerge the heater core in water.
5. If a leak is observed, install a new heater core.



Evaporator/Condenser Core On-Vehicle Leak Test

1. Discharge and recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.
2. Disconnect the suspect evaporator core or condenser core from the A/C system.
3. Clean the manifold fittings.
4. Connect the appropriate test fittings from the Set, A/C Fittings to the condenser core tube connections.
5. Connect the Vacuum Check Fitting, TXV to the thermostatic expansion valve.
6. **NOTE:** The automatic shut-off valves on some gauge set hoses do not open when connected to the test fittings. If available, use hoses without shut-off valves. If hoses with shut-off valves are used, make sure the valve opens when attached to the test fittings or install an adapter that will activate the valve. The test is not valid if the shut-off valve does not open.

   Connect the red and blue hoses from the R-134a Manifold Gauge Set to the test fittings on the evaporator core or condenser core. Connect the yellow hose to a known good vacuum pump.
7. Open both gauge set valves and start the vacuum pump. Allow the vacuum pump to operate for a minimum of 45 minutes after the gauge set low pressure gauge indicates 101 kPa (30 in-Hg). The 45-minute evacuation is necessary to remove any refrigerant from oil left in the evaporator core or condenser core. If the refrigerant is not completely removed from the oil, outgassing will degrade the vacuum and appear as a refrigerant leak.
8. If the low pressure gauge reading will not drop to 101 kPa (30 in-Hg) when the valves on the gauge and manifold set are open and the vacuum pump is operating, close the gauge set valves and observe the low pressure gauge. If the pressure rises rapidly to zero, a large leak is indicated. Recheck the test fitting connections and gauge set connections before installing a new evaporator core or condenser core.

9. After evacuating for 45 minutes, close the gauge set valves and stop the vacuum pump. Observe the low pressure gauge; it should remain at the 101 kPa (30 in-Hg) mark.
    - If the low pressure gauge reading rises 34 or more kPa (10 or more in-Hg) of vacuum from the 101 kPa (30 in-Hg) position in 10 minutes, a leak is indicated.
    - If a very small leak is suspected, wait 30 minutes and observe the vacuum gauge.
    - If a small amount of vacuum is lost, operate the vacuum pump with gauge valves open for an additional 30 minutes to remove any remaining refrigerant from the oil in the evaporator core or condenser core. Then recheck for loss of vacuum.
    - If a very small leak is suspected, allow the system to sit overnight with vacuum applied and check for vacuum loss.

10. If the evaporator core or condenser core does leak, as verified by the above procedure, install a new evaporator core or condenser core.

A/C Compressor External Leak Test

1. Install the A/C Pressure Test Adapter on the port of the A/C compressor, using the existing manifold retaining bolt.

2. Connect the high and low pressure lines of a manifold gauge set or a refrigerant recovery/recycling station such as the R-134a A/C service center to the corresponding fittings on the A/C Pressure Test Adapter.

3. Attach the center hose of a manifold gauge set to a refrigerant container standing in an upright position.

4. Hand-rotate the compressor shaft 10 complete revolutions to distribute the oil inside the A/C compressor.

5. Open the low pressure gauge valve, the high pressure gauge valve and the valve on the refrigerant container to allow the refrigerant vapor to flow into the A/C compressor.

6. Using the Refrigerant Leak Detector, check for leaks at the compressor shaft.

7. If a shaft or external leak is found, install a new A/C compressor.

8. When the leak test is complete, recover the refrigerant from the compressor.

Air Conditioning (A/C) System Check Retail Procedure Printable View (12 KB)

NOTE: This Retail Procedure is not eligible for claiming on Ford paid repairs (warranty and ESP).

NOTE: The engine should be run at idle for 10 minutes with the air conditioning on and set to MAX A/C before carrying out this retail procedure.

NOTE: Read and follow all of the Warnings, Cautions and Notes at the beginning of this section before continuing.

Visual inspection

1. Open the hood and visually inspect the heating and air conditioning systems for the following:
   - Coolant reservoir for correct coolant level
   - Heater hoses for deterioration or loose connections
   - Radiator and condenser for debris or damaged fins restricting airflow, loose mounting or connections
   - Accessory drive belt(s) and cooling fan(s) for wear or physical damage
   - Refrigerant lines and connections for physical damage or loose connections
   - Compressor for physical damage or loose connections
   - Receiver/drier for physical damage or loose connections
   - Wiring and connectors for excessive wear, loose or damaged connections, or incorrect routing

A/C refrigerant analysis

2. Carry out air conditioning refrigerant analysis. For additional information, refer to Refrigerant Identification Testing in this section.
   - If the refrigerant fails the analysis, discontinue diagnosis and make recommendations for repairs.
   - If the refrigerant passes the analysis, carry out the air conditioning system check.

Air conditioning system check

3. Connect manifold gauge set or charging station with gauges to refrigerant system.
   - With the vehicle in park, parking brake set, thermometer installed in center panel vent, and air conditioning system on and set to FULL COOL, start the engine.
   - Record air refrigerant system pressures while running the engine at 1,500 rpm and allow engine to return to idle.
   - Operate the blower motor in all control positions and check for correct blower speed changes.
   - With the blower motor on HI, operate air discharge mode selector in all positions and check for correct airflow in each position.
   - Operate the temperature blend selector in all positions and check for correct change in discharge temperature. Check the air discharge temperature with the selector in the coolest position and the air conditioning on and set to FULL COOL to determine if the air discharge temperature is acceptable for the current ambient air temperature.
   - Carry out the DATC self-test (if applicable).
     If the refrigerant system pressures were low, carry out the refrigerant system leak test.

Refrigerant system leak test

4. Use either an ultraviolet (UV) or an electronic leak detector to check for leaks at all refrigerant lines, connections, and components.
   After all tests have been completed, report all findings and recommended repairs to your service advisor before carrying out further diagnostic procedures.

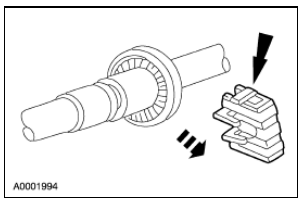
Spring Lock Coupling Printable View (158 KB)

Special Tool(s)

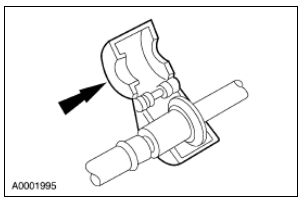
ST2352-A	Remover, Refrigerant Coupling Spring 412-039 (T84L-19623-B)

Disconnect

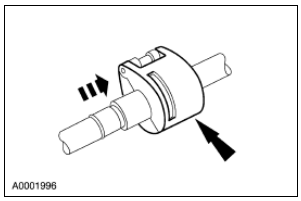
1. Remove the A/C tube lock coupling clip (19E746), if equipped.


A0001994

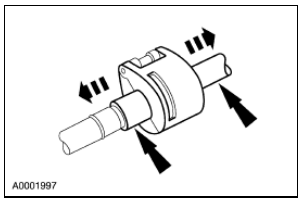
2. Fit the special tool to the spring lock coupling.


A0001995

3. Push the tool into the cage opening to release the female fitting from the A/C tube lock coupling spring (19E576).

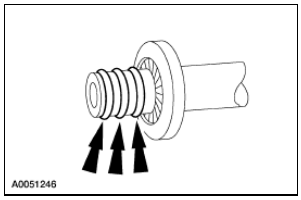

A0001996

4. Pull the spring lock coupling fittings apart.


A0001997

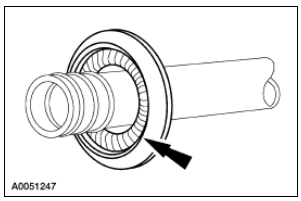
5. ⚠ **CAUTION: Do not use metal tools to remove the O-ring seals. They can cause axial scratches across the O-ring seal grooves, resulting in refrigerant leaks.**

   Remove the O-ring seals with a non-metallic tool.



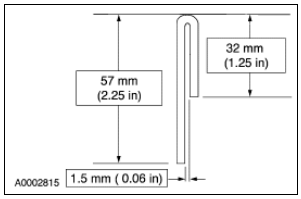
6. ⚠ **CAUTION: Do not use a screwdriver or similar tool to remove the A/C tube lock coupling spring; this can cause axial scratches across the O-ring seal grooves resulting in refrigerant leaks.**

   Remove the A/C tube lock coupling spring with a small hooked wire.



Cleaning

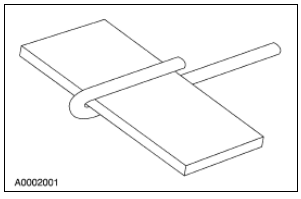
1. Fabricate a cleaning tool from a 1/8 inch diameter brazing rod.



2. Cut an abrasive pad from maroon colored 3M Scotch Brite® with the dimensions corresponding to the coupling size.

Coupling Size	Pad Size
3/8 inch	25 x 50 mm (1 x 2 inch)
1/2 inch	25 x 50 mm (1 x 2 inch)
5/8 inch	25 x 76 mm (1 x 3 inch)
3/4 inch	25 x 102 mm (1 x 4 inch)

3. Assemble the pad to the tool.

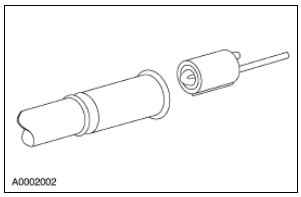


4. Coat the abrasive pad with PAG Refrigerant Compressor Oil (R-134a Systems) or equivalent.

5. Roll the pad on the tool and install it in a variable speed drill motor.

6. ⚠ **CAUTION: Maintain low speed drill rotation when inserting or removing the cleaning tool to prevent axial scratches which may cause future leaks.**

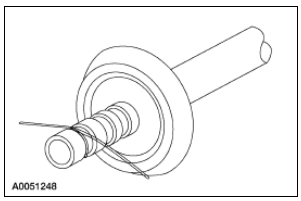
Polish for one minute at moderate speed (less than 1,500 rpm) or until the surface is clean and free of scratches or foreign material.



7. Clean the fitting with a lint-free cloth.

8. Inspect the surface for grooves or scratches. If grooves and scratches are still present, install a new component.

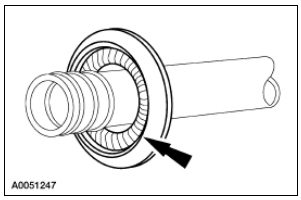
9. Clean the O-ring seal grooves with a 300 mm (12 inch) length of natural fiber string.
   - Loop the string around the grooves and pull the string back and forth.



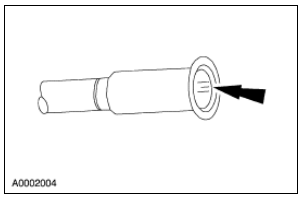
10. Remove any foreign material from the grooves with a lint-free cloth.

Connect

1. Install the A/C tube lock coupling spring.



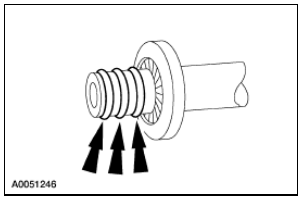
2. Lubricate the inside of the coupling with PAG Refrigerant Compressor Oil (R-134a Systems) or equivalent.



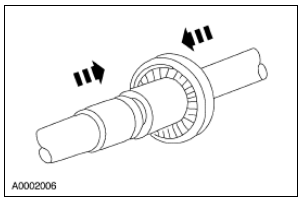
3. **⚠ CAUTION: Use only the new O-ring seals. The use of any O-ring seals other than those specified in the Ford Master Parts Catalog may result in intermittent leakage during vehicle operation.**

   Install the O-ring seals.

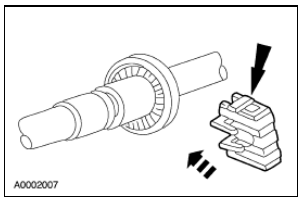
   - Lubricate the O-ring seals with PAG Refrigerant Compressor Oil (R-134a Systems) or equivalent.



4. Connect the spring lock coupling fittings with a twisting motion until the A/C tube lock coupling spring snaps over the flared end of the female fitting.



5. Install the A/C tube lock coupling clip.



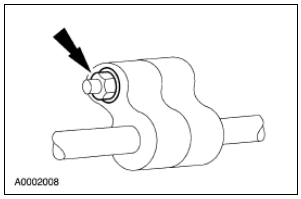
Air Conditioning Line (Peanut) Fitting

Printable View (48 KB)

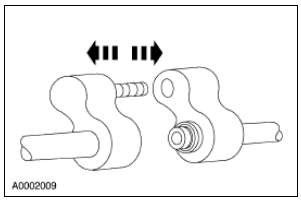
Disconnect

1. **CAUTION: Support the female fitting with a wrench to prevent the tubes from twisting.**

   Remove the nut from the peanut fitting.

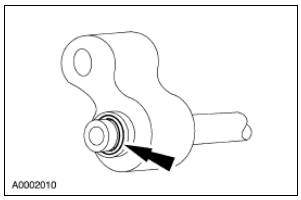


2. Pull the peanut fitting apart.



3. **CAUTION: Do not use metal tools to remove the O-ring seal. They can cause axial scratches across the O-ring seal groove, resulting in refrigerant leaks.**

   Remove the O-ring seal with a non-metallic tool.

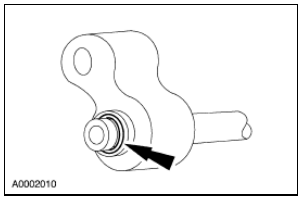


Connect

1. Clean all dirt or foreign material from the fittings.
2. **CAUTION: Use only the new O-ring seals. The use of any O-ring seals other than those specified in the Ford Master Parts Catalog may result in intermittent leakage during vehicle operation.**

   Install the O-ring seal.

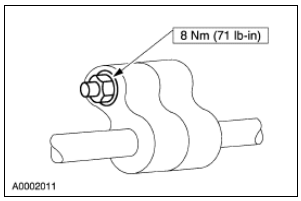
   - Lubricate the O-ring seal with PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B.



3. Lubricate the inside of the fittings with PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B.

4. **NOTE:** When correctly assembled, the male and female fittings should be flush.

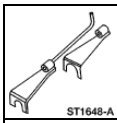
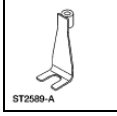
   Assemble the male and female fittings together.



Heater Hose Coupling

Printable View (60 KB)

Special Tool(s)

 ST1648-A	Remover, Heater Hose Inlet Tube 412-042 (T85T-18539-AH)
 ST2589-A	Disconnect Tool, Heater Hose 412-127

Material

Item	Specification
MERPOL®	ESE-M99B144-B

Disconnect

⚠ CAUTION: Do not attempt to install a new bushing, spacer or O-rings in the heater hose coupling; damage to the heater hose coupling can result. If the heater hose coupling is the cause of a coolant leak, the affected heater hose must be replaced as an assembly.

1. **⚠ WARNING: The engine must be off, fully cool and the cooling system fully depressurized before attempting to disconnect any heater water hoses. Failure to comply with this warning can result in serious injury or burns from hot liquid escaping out of the engine cooling system.**

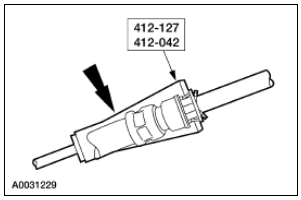
   Depressurize the engine cooling system.

2. Push the heater hose toward the tube to fully expose the locking tabs.

3. **NOTE:** When compressing the white coupling retainer with the special tool, the special tool must be perpendicular to and on the highest point of the coupling.

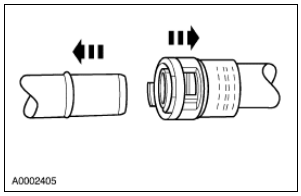
   NOTE: If the heater hose coupling is accessible, the retainer tabs can be compressed by hand to disconnect the heater hose.

   Push the special tool over the coupling retainer windows to compress the retainer locking tabs.

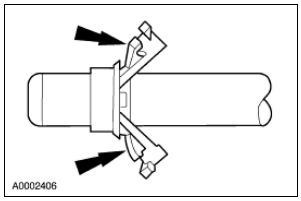


4. **NOTE:** A slight twisting motion while pulling on the heater water hose may be necessary to assist in the removal.

   Pull the heater hose away from the heater core tube.



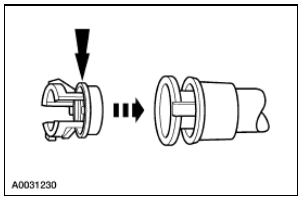
5. Spread the retainer tabs apart and slide the retainer off the tube.
    - Discard the retainer.



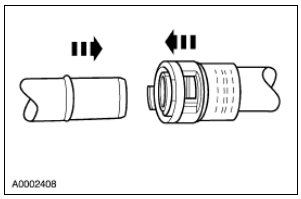
Connect

1. Clean the tubes and lubricate with coolant hose lubricant or plain water.

2. Install a new coupling retainer (18D434) into the heater hose coupling housing.



3. Push the heater hose coupling onto the tube.

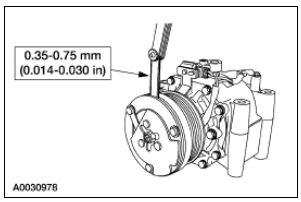


4. Make sure the heater hose coupling is fully engaged by lightly pulling on the heater hose.

A/C Clutch Air Gap Adjustment

Printable View (27 KB)

1. Check the A/C clutch air gap at three equally spaced places between the clutch hub and the A/C clutch pulley.

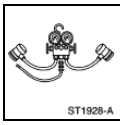


2. Remove the A/C clutch. Add or remove spacers between the A/C clutch and the compressor shaft until clearance is within specifications.

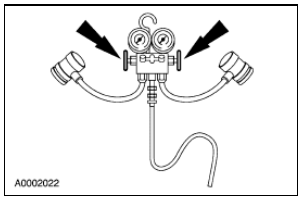
Manifold Gauge Set Connection

Printable View (81 KB)

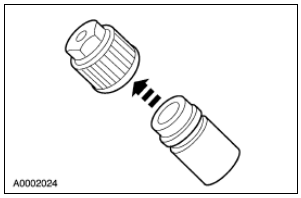
Special Tool(s)

 ST1928-A	R-134a Manifold Gauge Set 176-R032A or equivalent

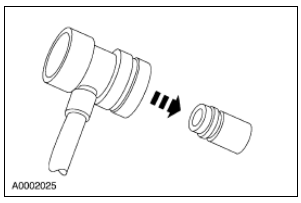
1. Turn both valves on the R-134a Manifold Gauge Set clockwise to close the low- and high-pressure hoses to the center manifold and center hose.



2. Remove the A/C charging valve cap from the high-pressure service gauge port valve.

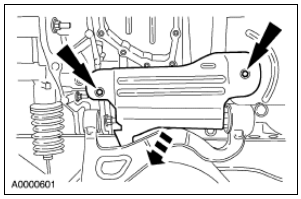


3. Connect the R-134a Manifold Gauge Set high-pressure hose and the R-134a high side quick disconnect to the high-pressure service gauge port valve.

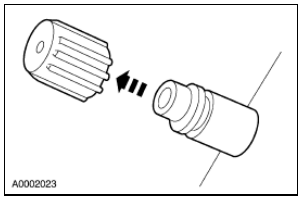


4. Raise the vehicle. For additional information, refer to Section 100-00 .

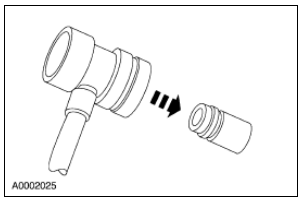
5. Remove the screws and the left sight shield.



6. Remove the A/C charging valve cap (19D702) from the low-pressure service gauge port valve.



7. Connect the R-134a Manifold Gauge Set low-pressure hose and the R-134a low side quick disconnect to the low-pressure service gauge port valve.



8. To disconnect the manifold and gauge set, reverse the connection procedure.

Electronic Leak Detection

Printable View (44 KB)

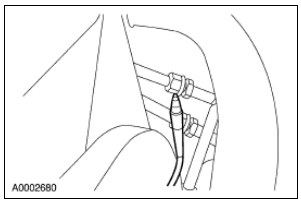
Special Tool(s)

ST2351-A	H10PM Refrigerant Leak Detector With Battery 216-00001 or equivalent

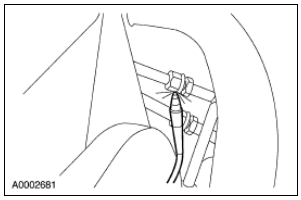
⚠ CAUTION: Good ventilation is necessary in the area where electronic A/C leak testing is to be carried out. If the surrounding air is contaminated with refrigerant gas, the leak detector will indicate this gas all the time. Odors from other chemicals such as antifreeze, diesel fuel, disc brake cleaner, or other cleaning solvents can cause the same problem. A fan, even in a well-ventilated area, is very helpful in removing small traces of contamination from the air that might affect the leak detector.

1. **NOTE:** The system pressure should be between 413-551 kPa (60-80 psi) at 24°C (75°F) with the engine off.

   Leak test the refrigerant system using the Refrigerant Leak Detector. Follow the instructions included with the leak detector for handling and operation techniques.



2. If a leak is found, discharge and recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.
   - Repair the system.
   - Test the system for normal operation.



Fluorescent Dye Leak Detection

Printable View (119 KB)

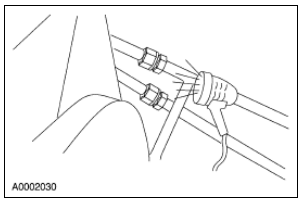
Special Tool(s)

ST1834-A	R-134a Refrigerant Service Center 023-00153 or equivalent
ST1261-A	120 Watt UV Spot Lamp 164-R0721 or equivalent
ST1705-B	R-134a Fluorescent Dye Injector 164-R0775 or equivalent
ST2651-A	High Intensity UV Lamp 12 Volt 164-R6000
ST2650-A	R-134a Leak Detection Dye 164-R6060
ST1928-A	R-134a Manifold Gauge Set 176-R032A
ST2649-A	Deluxe Injector Loop Kit 219-00069

Fluorescent Dye Detection

NOTE: Ford Motor Company vehicles are produced with R-134a fluorescent dye installed in the refrigerant system from the factory. The location of leaks can be pinpointed by the bright yellow-green glow of the fluorescent dye under a UV lamp. Since more than one leak can exist, make sure to inspect each component, line, and fitting in the refrigerant system for a leak.

1. Check for leaks using the special tool.
   - Inspect all components, lines, and fittings of the refrigerant system.


A0002030

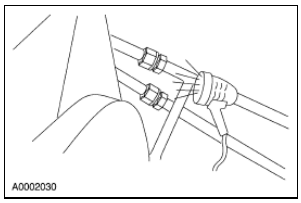
2. If a leak is found, recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

3. Repair the refrigerant system leak(s).

4. Evacuate and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

5. After the leak(s) is/are repaired, remove any traces of fluorescent dye with a general purpose oil solvent.

6. Verify the repair by running the vehicle for a short period of time and rechecking the area of the leak with the special tool.



Fluorescent Dye Injection Using an A/C Refrigerant Center and Dye Injector

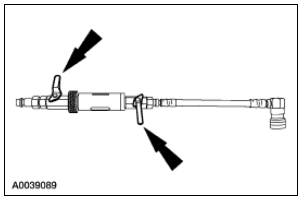
NOTE: Before using the R-134a fluorescent dye injector for the first time, refer to the manufacturers instructions on evacuation of any non-condensable gasses from the hoses.

NOTE: Only connect the R-134a fluorescent dye injector to a manifold and gauge set or R-134a service center when fluorescent dye is to be injected. The R-134a fluorescent dye injector has a one way check valve that will prevent refrigerant system recovery and evacuation.

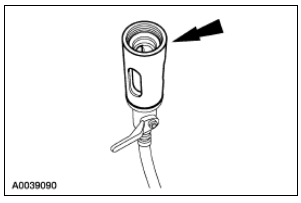
NOTE: Refrigerant system pressure should be between 413-551 kPa (60-80 psi) at 24°C (75°F) with the engine off.

1. Install an R-134a A/C refrigerant service center or a manifold and gauge set. For additional information, refer to Manifold and Gauge Set Connection in this section.

2. Verify that the valves on the special tool are closed.



3. Fill the special tool reservoir with 7 ml (0.25 oz) of fluorescent dye.



4. Install the special tool between the low-pressure service gauge port valve and the R-134a refrigerant service center or manifold gauge set.

5. Open all valves and inject the fluorescent dye into the refrigerant system.

6. When fluorescent dye injection is complete, close all valves.

7. Recover the refrigerant from the R-134a fluorescent dye injector.

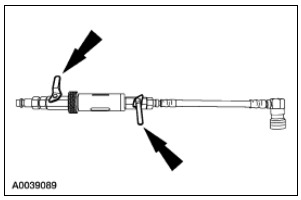
8. Remove the fluorescent dye injector from the low-pressure service gauge port valve and the R-134a A/C refrigerant service center or manifold gauge set.

Fluorescent Dye Injection Using a Dye Injector Loop Kit

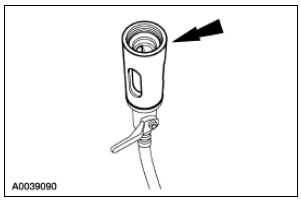
NOTE: Before using the R-134a fluorescent dye injector for the first time, refer to the equipment manufacturers instructions on evacuation of non-condensable gasses from the hoses.

NOTE: Refrigerant system pressure should be between 413-551 kPa (60-80 psi) at 24°C.

1. Verify that the valves on the special tool are closed.



2. Fill the special tool reservoir with 7 ml (0.25 oz) of fluorescent dye.

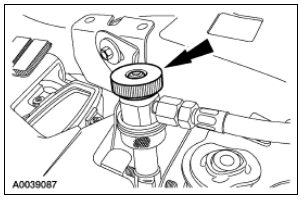


3. Install the special tool between the high-pressure and low-pressure service gauge port valves.

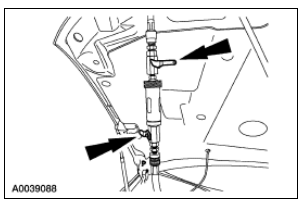
4. ⚠ **CAUTION: Make sure all tools and hoses are clear of the engine cooling fan and drive belt before starting the engine.**

   Start the engine.

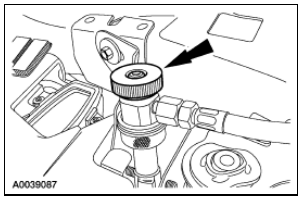
5. Open the high-pressure service valve.



6. Open the special tool valves and inject the fluorescent dye into the refrigerant system.

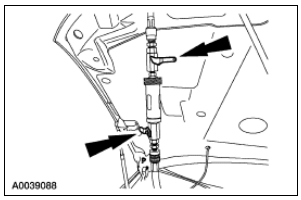


7. Close the high-pressure service valve to allow the pressure inside the special tool to equalize with the suction side of the refrigerant system.



8. **NOTE:** Close the valves on the special tool while the A/C compressor is operating.

   Close the valves on the special tool.



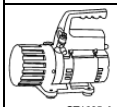
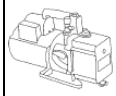
9. **NOTE:** Leave all valves on the special tool closed when not in use.

   Disconnect the high-pressure and low-pressure service valves and remove the special tool from the vehicle.

Air Conditioning (A/C) System Recovery, Evacuation and Charging

Printable View (36 KB)

Special Tool(s)

ST1226-A	R-134a A/C Refrigerant Center 176-00002 or equivalent
ST1834-A	R-134a A/C Refrigerant Center 023-00153 or equivalent
ST1928-A	R-134a Manifold Gauge Set 176-R032A or equivalent
 ST1685-A	1.2 CFM Vacuum Pump 023-00162 or equivalent
 ST1686-A	4.0 CFM Vacuum Pump 023-00163 or equivalent

Refrigerant System Recovery

NOTE: Ford Motor Company recommends use of an A/C service center to carry out recovery, evacuation, and charging of the refrigerant system. If an A/C service center is not available, refrigerant system recovery, evacuation, and charging may be accomplished using a separate recovery station, vacuum pump, charging cylinder, and manifold gauge set.

1. Prior to recovering the refrigerant system, you must verify the purity of the refrigerant. For additional information, refer to Refrigerant Identification Testing in this section.

2. Connect an R-134a A/C service center to the low- and high-pressure service gauge port valves. For additional information, refer to Manifold Gauge Set Connection in this section.

3. Recover the refrigerant from the system following the operating instructions provided by the equipment manufacturer.

4. Once the service center has recovered the vehicle A/C system refrigerant, close the service center inlet valve (if equipped). Then switch off the power supply.

5. Allow the vehicle A/C system to remain closed for about two minutes. Observe the system vacuum level as shown on the gauge. If the vacuum does not decrease, disconnect the refrigerant center hose(s).

6. If the system vacuum does decrease, repeat Steps 3 through 5 until the vacuum level remains stable for two minutes.

7. Carry out the required repairs.

Refrigerant System Evacuation

NOTE: Ford Motor Company recommends use of an A/C service center to carry out recovery, evacuation, and charging of the refrigerant system. If an A/C service center is not available, refrigerant system recovery, evacuation, and charging may be accomplished using a separate recovery station, vacuum pump, charging cylinder, and manifold gauge set.

1. Connect an R-134a service center to the low- and high-pressure service gauge port valves. For additional information, refer to Manifold Gauge Set Connection in this section.

2. Evacuate the system until the low-pressure gauge reads at least 99.4 kPa (29.5 in-Hg) of vacuum and as close to 101.1 kPa (30 in-Hg) as possible. Continue to operate the vacuum pump for a minimum of 45 minutes.

3. Turn off the vacuum pump. Observe the low-pressure gauge for five minutes to make sure that the system vacuum is held. If vacuum is not held for five minutes, leak test the system, service the leak, and evacuate the system again.

Refrigerant System Charging

NOTE: Ford Motor Company recommends use of an A/C service center to carry out recovery, evacuation, and charging of the refrigerant system. If an A/C service center is not available, refrigerant system recovery, evacuation, and charging may be accomplished using a separate recovery station, vacuum pump, charging cylinder, and manifold gauge set.

1. Correctly oil match the system to verify that the correct amount of refrigerant oil is present in the system. For additional information, refer to Refrigerant Oil Adding in this section.

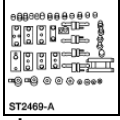
2. Charge the system with the specified amounts of refrigerant oil and refrigerant.

3. When no more refrigerant is being drawn into the system, start the engine and select FULL COOL operation. Adjust the blower motor speed to the maximum and allow the remaining refrigerant to be drawn into the system. Continue to add refrigerant into the system until the specified weight of R-134a has been added. Close the charging cylinder valve and allow the system to pull any remaining refrigerant from the hose. When the low-pressure drops to approximately 207 kPa (30 psi), close the charging hose valve.

Air Conditioning (A/C) System Flushing

Printable View (23 KB)

Special Tool(s)

ST2466-A	A/C Flush and Purge Machine 219-00022 (part of 219-00023) or equivalent
 ST2469-A	A/C Flush and Purge Fitting Kit 219-00024 (part of 219-00023) or equivalent

⚠ WARNING: Use extreme care and observe all safety and service precautions related to the use of refrigerants.

⚠ WARNING: Due to refrigerant hazards, always wear safety goggles and non-penetrable gloves when working on or flushing A/C systems.

⚠ CAUTION: An A/C refrigerant analyzer must be used before the recovery of any vehicle's A/C refrigerant. Failure to do so puts the shop's bulk refrigerant at risk of contamination. If the vehicle's A/C refrigerant is contaminated, refer the customer to the service facility that carried out the last A/C service. If the customer wishes to pay the additional cost, use the A/C recovery equipment that is designated for recovering contaminated A/C refrigerant. All contaminated A/C refrigerant must be disposed of as hazardous waste. For all equipment, follow the equipment manufacturer's procedures and instructions.

⚠ CAUTION: Receiver/drier, muffler, hoses, thermal expansion valve, and fixed orifice tube should be removed when flushing the A/C system. Internal plumbing of these devices makes it impossible to correctly remove any residual-flushing agent. Except for the hoses, these components are typically discarded after A/C system contamination. Hoses without mufflers can normally be reused unless they are clogged with foreign material. The 3.785 liters (1 gallon) of A/C Systems Flushing Solvent F4AZ-19579-A and FL1-A filter used in A/C Flush and Purge Machine 219-00022 are intended for use on one vehicle only. They may be used to flush both the A/C condenser core and the A/C evaporator core on an individual vehicle, but under no circumstances should they be used on more than one vehicle.

1. **NOTE:** Prior to using the A/C Flush and Purge Machine 219-00022 for the first time, review the operating instructions.

   NOTE: Only the A/C Flush and Purge Machine kit 219-00023, which includes A/C Flush and Purge Machine 219-00022, A/C Flush and Purge Fitting Kit 219-00024, and the Ford Part number F4AZ-19579-A A/C Systems Flushing Solvent, is approved for use on Ford vehicles. No other flushing device or solvent is approved for flushing heat exchangers. Use of any other flusher or solvent may cause damage to the A/C system and the flushing unit.

   Ford Motor Company has approved a procedure to provide technicians with a non-CFC method of flushing contaminated A/C system heat exchangers, A/C evaporator core, and A/C condenser core. The procedure allows the specific components to be cleaned and flushed while installed in their normal in-vehicle location. The types of contamination flushed include particle matter that results from A/C compressor or desiccant failure within the suction accumulator/drier and gummy residue that can form when refrigerant oil is overheated during A/C compressor seizure. The flushing process

is a two-step procedure that involves the use of an A/C Flush and Purge Machine 219-00022 to:

- Circulate the flushing solvent through the heat exchanger in the reverse direction of normal refrigerant flow (back-flushing). Particulate matter picked up during flushing is filtered from the returning solvent before the solvent is returned to the reservoir for continued circulation.
- Remove the flushing solvent from the heat exchanger. In this step of the procedure, pressurized air 621-862 kPa (90-125 psi) is used to push and evaporate any remaining flush solvent from the heat exchanger.

2. Discharge the A/C system. Observe all safety precautions. For additional information, refer to the procedure in this section.

3. Disconnect the refrigerant lines from the heat exchanger(s) to be flushed.

4. Connect the A/C Flush and Purge Machine 219-00022 and A/C Flush and Purge Fitting Kit 219-00024 to the heat exchanger to be flushed. Do not flush through the thermostatic expansion valve, mufflers or hoses. Internal plumbing and material make-up of these components make it impossible to correctly remove foreign material or residual flushing solvent.

5. Use 3.785 liters (one gallon) of A/C Systems Flushing Solvent part number F4AZ-19579-A to flush the heat exchanger for a minimum of 15 minutes. The flush solvent may be used for one or both heat exchangers in the A/C system. However, the flush solvent is intended for one vehicle only. The filter used on the flushing unit is also intended for use on one vehicle only.

6. Flush the component for a minimum of 15 minutes.

7. Apply 621-862 kPa (90-125 psi) pressurized air to the component for a minimum of 30 minutes. The 30-minute purge time is required to force and evaporate all residual solvent from the A/C system component. Failure to successfully remove all residual solvent within the component can result in system damage when reconnected and operated. Dispose of the used flush solvent and filter in accordance with local, state and federal emissions.

8. **NOTE:** A/C system filtering as described in this section is optional if system flushing is carried out. However, the filter kit use is recommended after flushing if the A/C system contamination is extensive.

   Install a new thermostatic expansion valve in any vehicle being serviced for A/C compressor or desiccant failure.

9. Install new refrigerant hoses if clogged with foreign material.

10. Reconnect the heat exchanger being serviced.

11. Add additional refrigerant oil as required. For additional information, refer to the procedure in this section.

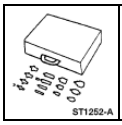
12. Evacuate, leak test and charge the A/C system. For additional information, refer to the procedure in this section.

13. Check the system for normal operation.

Refrigerant System Filtering After A/C Component Replacement

Printable View (40 KB)

Special Tool(s)

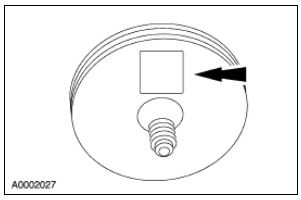
 ST1252-A	Set, A/C Fittings 412-DS028 (014-00333, D93L-19703-B) or equivalent

1. Install the new A/C compressor. For additional information, refer to Air Conditioning (A/C) Compressor - 3.0L (4V) or Air Conditioning (A/C) Compressor - 3.9L in this section.

2. Install the new receiver drier. For additional information, refer to Receiver Drier in this section.

3. Install the new thermostatic expansion valve. For additional information, refer to Thermostatic Expansion Valve in this section.

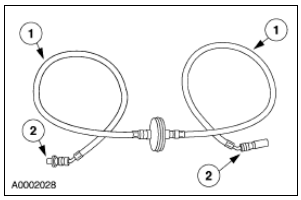
4. Orient the filter inlet toward the A/C condenser core.



5. **NOTE:** The pancake filter is not permanently installed and will be removed at the end of this procedure.

   Temporarily install the pancake filter between the A/C condenser core and the receiver/drier manifold and tube assembly.

   1. Use flexible refrigerant hose of 17,238 kPa (2,500 psi) burst rating.
   2. Make the connections using the R-12/R-134a Air Conditioning Test Fitting Set.



6. Correctly oil match the system. For additional information, refer to Refrigerant Oil Adding in this section.

7. Evacuate and charge the system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

8. Check all refrigerant system hoses, lines and the position of the newly installed filters to be sure they do not interfere with other engine compartment components. If necessary, use tie straps to make adjustments.

9. Provide adequate airflow to the front of the vehicle (with a fan, if necessary). Select A/C operation and set the blower motor speed to maximum. Start the engine and let it idle briefly. Make sure the A/C system is operating correctly.

10. Gradually bring the engine up to 1,200 rpm by running it at lower rpms for short periods (first at 800 rpm, then at 1,000 rpm). Set the engine at 1,200 rpm and run it for one hour with the A/C system operating.

11. Stop the engine.

12. Recover the refrigerant from the system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

13. Remove the fittings, flexible hoses and pancake filter from between the A/C condenser core and the receiver drier manifold and tube assembly.

14. Discard the pancake filter. It can be used one time only.

15. Reconnect the receiver drier manifold and tube assembly to the A/C condenser core.

16. Evacuate and charge the system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Refrigerant Oil Adding

Printable View (10 KB)

⚠ CAUTION: During normal A/C operation, oil is circulated through the system with the refrigerant, and a small amount is retained in each component. If certain components of the system are removed, some of the refrigerant oil will go with the component. To maintain the original total oil charge, it is necessary to compensate for the oil lost by adding oil to the system with the new part.

NOTE: Installation of new components such as the A/C pressure transducer do not require additional oil.

1. **NOTE:** New A/C compressors are shipped without compressor oil.

   Rotate the A/C compressor shaft six to eight revolutions while collecting the oil in a clean measuring device.

   - If the amount of oil drained from the old A/C compressor is between 90-150 ml (3-5 ounces), pour the same amount plus 30 ml (1 ounce) of clean PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B into the new A/C compressor.
   - If the amount of oil that was removed from the old A/C compressor is greater than 150 ml (5 ounces), pour the same amount drained of clean PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B into the new A/C compressor.
   - If the amount of oil that was removed from the old A/C compressor is less than 90 ml (3 ounces), pour 90 ml (3 ounces) of clean PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B into the new A/C compressor.

2. For the receiver drier, drill one 12.7 mm (0.5 in) hole in the receiver drier cylinder and drain the oil into a calibrated container.
   - Add a quantity of new oil to match that drained from the old receiver drier plus 59 ml (2 ounces) of clean PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B.

3. For the A/C evaporator core add 30 ml (1 ounce) of clean PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B to the receiver drier inlet tube.

4. For the A/C condenser core, add 30 ml (1 ounce) of clean PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B to the A/C condenser core or the receiver drier inlet tube.

5. Add 20 ml (.75 ounces) of clean PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C) or equivalent meeting Ford specification WSH-M1C231-B to the receiver drier inlet tube when carrying out each of the following repairs:
   - installation of a new TXV
   - installation of a new A/C compressor pressure relief valve (19D644)
   - installation of a new refrigerant line
   - repair of an O-ring seal leak
   - repair of a charge port leak

Refrigerant Identification Testing

Printable View (16 KB)

Special Tool(s)

ST1457-A	Refrigerant Identifier with Air-Radicator 198-00003 or equivalent

1. **NOTE:** An A/C refrigerant analyzer must be used to identify gas samples taken directly from the refrigeration system or storage containers prior to recovering or charging the refrigerant system.

   Follow the instructions included with the Deluxe Refrigerant Diagnostic Tool to obtain the sample for testing.

2. The diagnostic tool will display one of the following:
   - If the purity level of R-134a or R-12 is 98% or greater by weight, the green "PASS" light emitting diode (LED) will light. The weight concentrations of R-134a, R-12, R-22, hydrocarbons, and air will be displayed on the digital display.
   - If refrigerants R-134a or R-12 do not meet the 98% purity levels, the red "FAIL" LED will light and a horn will sound alerting the user of potential hazards. The weight concentrations of R-134a, R-12, R-22, and hydrocarbons will be displayed on the digital display.
   - If hydrocarbon concentrations are 2% or greater by weight, the red "FAIL" LED will light, "Hydrocarbon High" will be displayed on the digital display, and a horn will sound alerting the user of potential hazards. The weight concentrations of R-134a, R-12, R-22, and hydrocarbons will also be displayed on the digital display.

3. The percentage of air contained in the sample will be displayed if the R-134a or R-12 content is 98% or greater. The diagnostic tool eliminates the effect of air when determining the refrigerant sample content because air is not considered a contaminant, although air can affect A/C system performance. When the diagnostic tool has determined that a refrigerant source is pure (R-134a or R-12 is 98% or greater by weight) and air concentration levels are 2% or greater by weight, the diagnostic tool will prompt the user if an air purge is desired.

4. If contaminated refrigerant is detected, repeat the refrigerant identification test to verify that the refrigerant is indeed contaminated.

5. ⚠ **CAUTION: If contaminated refrigerant is detected, DO NOT recover the refrigerant into R-134a or R-12 recovery/recycling equipment.**

   Recover any contaminated refrigerant using suitable recovery-only equipment designed for capturing and storing contaminated refrigerant. For additional information, refer to Contaminated Refrigerant Handling in this section.

Contaminated Refrigerant Handling

Printable View (11 KB)

1. **CAUTION: If contaminated refrigerant is detected, DO NOT recover the refrigerant into your recovery/recycling equipment.**

   Recover the contaminated refrigerant using suitable recovery-only equipment designed for capturing and storing contaminated refrigerant.

   - This equipment must only be used to recover contaminated refrigerant to prevent the spread to other vehicles.
   - If this equipment is not available, contact an A/C repair facility in your area with the correct equipment to carry out this repair.

2. Determine and correct the cause of the customer's initial concern.

3. **NOTE:** Residual refrigerant oil in the receiver drier must be drained and measured for correct oil system matching. For additional information, refer to Refrigerant Oil Adding in this section.

   NOTE: The receiver drier cannot be cleaned and a new receiver drier must be installed.

   Remove the receiver drier. For additional information, refer to Receiver Drier in this section.

4. Clean the A/C evaporator core and the A/C condenser core by flushing. For additional information, refer to Air Conditioning (A/C) System Flushing in this section.

5. Install the new receiver drier. For additional information, refer to Receiver Drier in this section.

6. Correctly oil match the system. For additional information, refer to Refrigerant Oil Adding in this section.

7. Evacuate and charge the system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

8. Dispose of contaminated refrigerant according to all federal, state and local regulations.

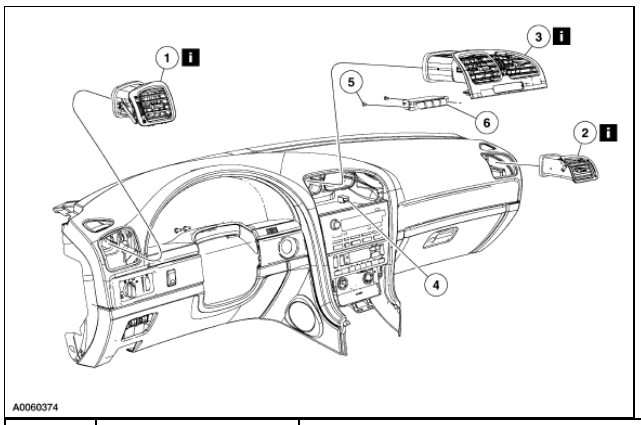
Instrument Panel Registers

Printable View (128 KB)

1. Remove the components in the order indicated in the following illustration and table. To remove individual components, only carry out the following steps:

Component	Steps
Driver side register	1
Passenger side register	2
Center register	3-6

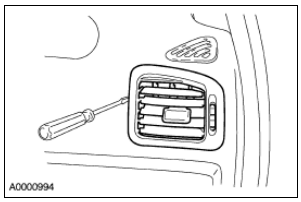
2. To install, reverse the removal procedure.



Item	Part Number	Description
1	19893A	Driver side register Removal Note
2	19893B	Passenger side register Removal Note
3	19893C	Center register Removal Note
4	14401	Message center switch electrical connector
5	W704874	Message center switch screw (2 req'd)
6	19D996	Message center switch assembly

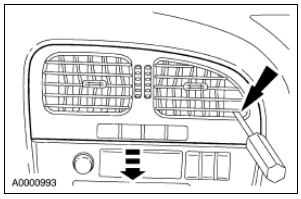
Item 1-2: Driver Side and Passenger Side Register Removal Note

1. Depress the inboard side tab with a flat blade tool. Pull the register rearward, depress the outboard tab and remove the register.



Item 3: Center Register Removal Note

1. Insert a mini-pick in the pocket and pull the register from the instrument panel.



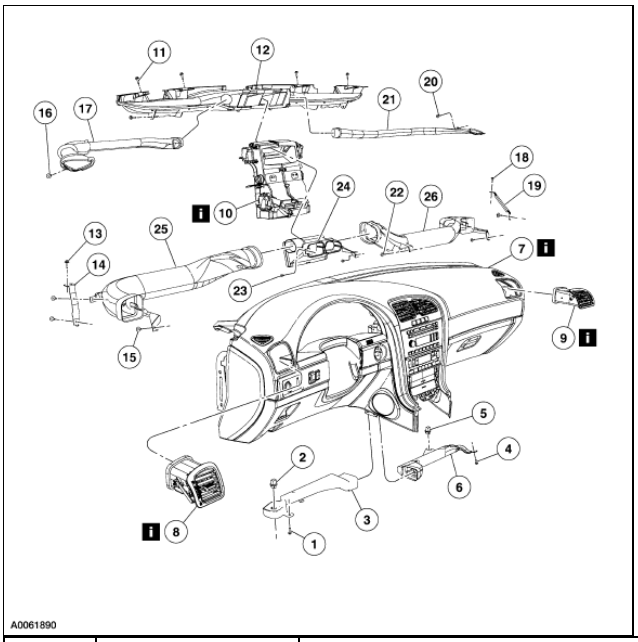
Air Distribution Ducts

Printable View (306 KB)

1. If removing the front floor ducts, remove the instrument panel lower insulators.
2. If removing the rear seat floor ducts, remove the front seats. For additional information, refer to Section 501-10 .
3. If removing the rear seat floor ducts, remove the lower cowl trim panels and front door sill plates to position the carpet away from the ducts.
4. If removing the fresh air inlet duct, remove the cowl panel grille. For additional information refer to Section 501-00 .
5. To remove individual components, only carry out the following steps:

Component	Steps
LH floor duct	1-3
RH floor duct	4-6
Defroster duct	7, 11-12
Demister ducts	7, 11-12, 16-17, 20-21
Panel ducts	7-26
Floor console ducts	27-33
Rear seat floor ducts	34-36
Fresh air inlet duct	38-44

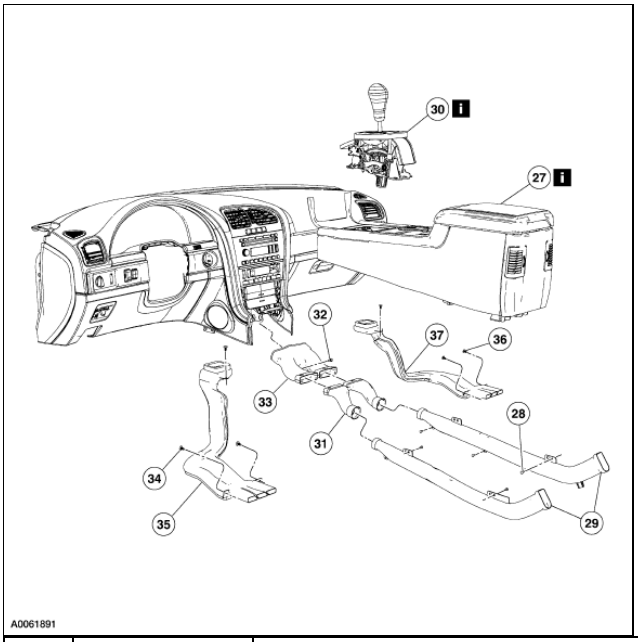
6. Illustration 1 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W704875	LH floor duct screw

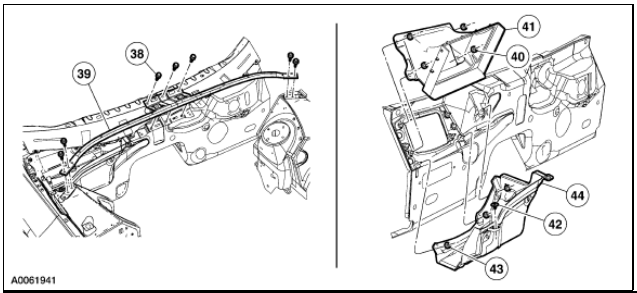
2	14401	Courtesy lamp socket
3	19B680A	LH floor duct
4	W704875	RH floor duct screw
5	14401	RH courtesy lamp socket
6	19B680C	RH floor duct
7	7804304	Instrument panel Removal Note
8	19893A	LH instrument panel register Removal Note
9	19893B	RH instrument panel register Removal Note
10	19C698	Plenum chamber Removal Note
11	W704874	Defroster duct screw (5 req'd)
12	18490	Defroster duct
13	W704874	LH instrument panel brace screw (3 req'd)
14	042K50	LH instrument panel brace
15	W704874	LH instrument panel duct screw
16	W704874	LH demister nozzle screw
17	19E630A	LH demister nozzle
18	W704874	RH instrument panel brace screw (2 req'd)
19	042K50	RH instrument panel brace
20	W704874	RH demister nozzle screw
21	19E630B	RH demister nozzle
22	W704874	RH panel duct screw (2 req'd)
23	W704874	Center panel duct screw (2 req'd)
24	19B680B	Center panel duct
25	19A843	LH panel duct
26	19B680D	RH panel duct

7. Illustration 2 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
27	78045806	Floor console Removal Note
28		Floor console duct pin-type retainer
29	18C420	Floor console duct (2 req'd)
30	7210	Transmission selector assembly Removal Note
31	18C420	Floor console duct adapter
32	W704874	Floor console duct adapter screw
33	18C420	Floor console duct adapter
34	W705589	LH rear seat floor duct pin-type retainer (3 req'd)
35	18C420	LH rear seat floor duct
36	W705589	RH rear seat floor duct pin-type retainer (3 req'd)
37	18C420	RH rear seat floor duct

8. Illustration 3 of 3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
38	W705551	Support brace bolt (7 req'd)
39	3B336	Support brace
40		Fresh air inlet duct nut (4 req'd)
41	01934	Fresh air inlet duct
42		Insulator pin-type retainer

43		Insulator nut (3 req'd)
44	016A50	Insulator

9. To install, reverse the removal procedure.

Item 7: Instrument Panel Removal Note

1. Remove the instrument panel. For additional information, refer to Section 501-01 .

Item 8-9: LH and RH Instrument Panel Register Removal Note

1. Remove the instrument panel register. For additional information, refer to Instrument Panel Registers in this section.

Item 10: Plenum Chamber Removal Note

1. Remove the plenum chamber. For additional information, refer to Plenum Chamber, Assembly and Components in this section.

Item 27: Floor Console Removal Note

1. Remove the floor console. For additional information, refer to Section 501-01 .

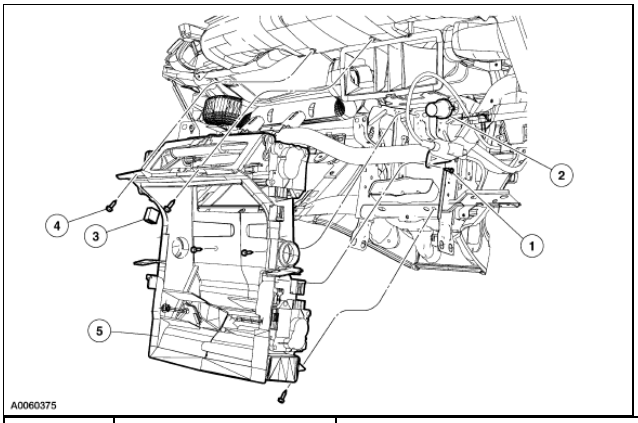
Item 30: Transmission Selector Assembly Removal Note

1. Remove the transmission selector assembly. For additional information, refer to Section 307-01

Plenum Chamber, Assembly and Components

Printable View (117 KB)

1. Remove the instrument panel. For additional information, refer to Section 501-01 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	W701696	Shift interlock actuator screw
2	19E628	Aspirator tube
3	14401	Actuator electrical connector (4 req'd)
4	W701696	Plenum chamber screw (5 req'd)
5	19C698	Plenum chamber

Heater Control Valve and Heater Hoses

Printable View (248 KB)

NOTE: Lubricate the coolant hoses with plain water only if needed.

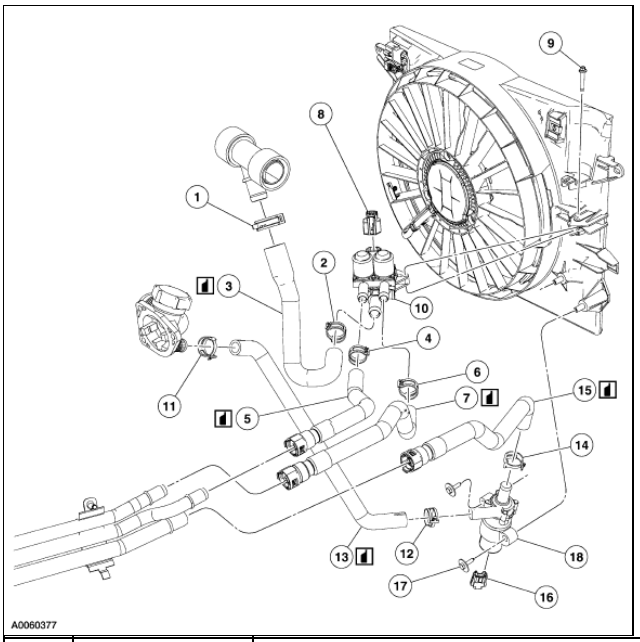
1. If removing a heater hose or the heater tube assembly, drain the engine cooling system. For additional information, refer to Section 303-03 .

2. If removing the dual coolant control valve or the auxiliary coolant flow pump, clamp off the heater hoses at the component before disconnecting.

3. To remove individual components, only carry out the following steps:

Component	Steps
Heater hoses	1-7, 11-15
Heater tube assembly	5, 7, 15, 19-24
Dual coolant control valve	2, 4, 6, 8-10
Auxiliary coolant flow pump	12, 14, 16-18

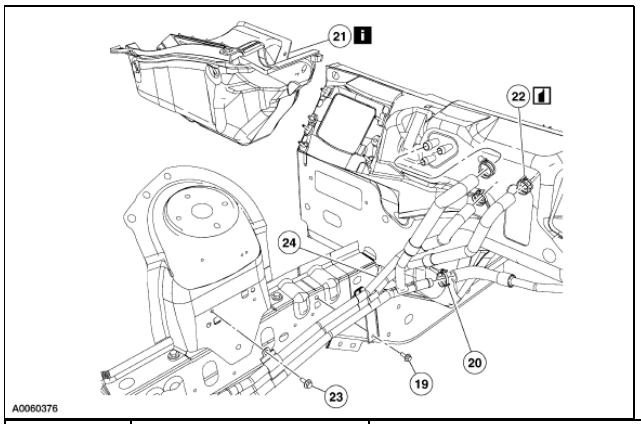
4. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	8287	Clamp
2	8287	Clamp
3	18472	Heater hose
4	8287	Clamp
5	18N345	Heater hose
6	8287	Clamp
7	18472	Heater hose

8	18C463	Dual coolant control valve electrical connector
9		Dual coolant control valve bolt
10	18495	Dual coolant control valve
11	8287	Clamp
12	8287	Clamp
13	18472	Heater hose
14	8287	Clamp
15	18472	Heater hose
16	18C463	Auxiliary coolant flow pump electrical connector
17		Auxiliary coolant flow pump bolt (2 req'd)
18	18D473	Auxiliary coolant flow pump

5. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
19	W702434	Heater tube assembly bracket bolt
20	8287	Clamp
21	01934	Fresh air inlet duct Removal Note
22	8287	Clamp
23	W702434	Heater tube assembly bolt
24	18B402	Heater tube assembly

6. Fill the engine cooling system. For additional information, refer to Section 303-03 .

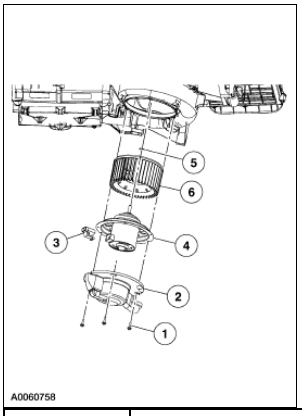
Item 21: Fresh Air Inlet Duct Removal Note

1. Remove the fresh air inlet duct. For additional information, refer to Air Distribution Ducts in this section.

Blower Motor

Printable View (37 KB)

1. Remove the RH floor duct. For additional information, refer to Air Distribution Ducts in this section.
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	W705314	Blower motor screw (3 req'd)
2	18515	Blower motor cover
3	19D887	Blower motor electrical connector
4	19805	Blower motor
5	18A287	Blower motor wheel clip
6	18504	Blower motor wheel

Heater Core and Evaporator Core Housing, Assembly and Components

Printable View (306 KB)

Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

NOTE: If an evaporator core leak is suspected, the evaporator core must be vacuum leak tested.

NOTE: If a heater core leak is suspected, the heater core must be leak tested before it is removed from the vehicle.

NOTE: Lubricate the coolant hoses with plain water only if needed.

1. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

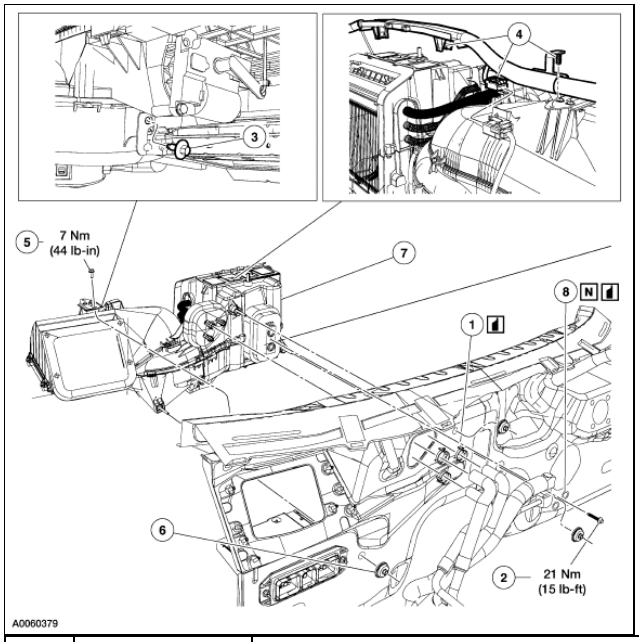
2. Partially drain the cooling system. For additional information, refer to Section 303-03 .

3. Remove the instrument panel. For additional information, refer to Section 501-01 .

4. To remove individual components, only carry out the following steps:

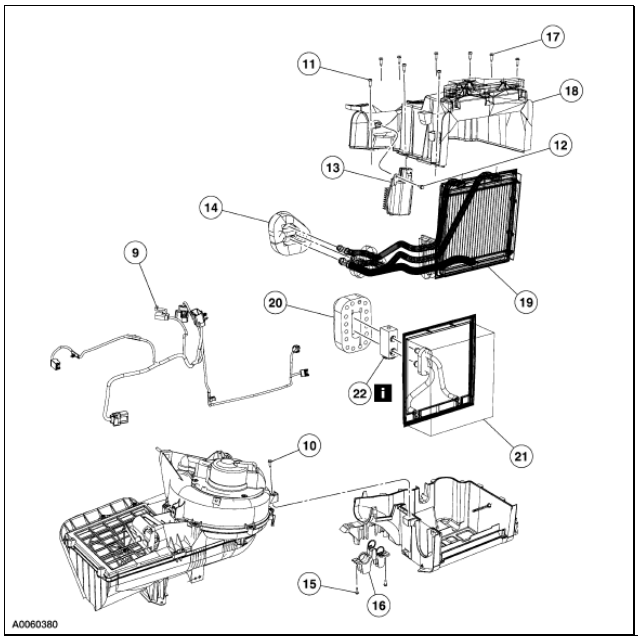
Component	Steps
Heater core and evaporator core housing	1-8
Blower motor speed control	1-13
Heater core	1-19
Evaporator core	1-18, 20-22

5. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	8287	Heater hose clamp
2	N805334S2	Thermostatic expansion valve manifold bolt
3	N606675	PCM bracket bolt
4	19D887	Wire harness
5	N706467	Heater core and evaporator core housing bracket bolt
6	W706467	Heater core and evaporator core housing nut (3 req'd)
7	19850	Heater core and evaporator core housing
8	19E889	Thermostatic expansion valve O-ring (2 req'd)

6. Illustration 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item		Description

	Part Number	
9	19D887	Wire harness
10	W705314	Heater core and evaporator core housing screw
11	W705314	Heater core and evaporator core housing screw
12	W705314	Blower motor speed control screw
13	19E624	Blower motor speed control
14	18529	Heater core tube seal
15	W705314	Heater core tube bracket screw (2 req'd)
16	18A456	Heater core tube bracket
17	W705314	Heater core and evaporator core housing screw (8 req'd)
18	19897	Heater core and evaporator core housing cover
19	19B539	Heater core
20	19A672	Thermostatic expansion valve seal
21	19860	Evaporator core
22	19849	Thermostatic expansion valve Removal Note

7. To install, reverse the removal procedure.

8. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

9. Fill the engine coolant level. For additional information, refer to Section 303-03 .

10. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

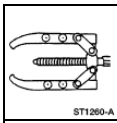
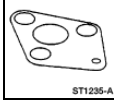
Item 22: Thermostatic Expansion Valve Removal Note

1. Remove the thermostatic expansion valve. For additional information, refer to Thermostatic Expansion Valve in this section.

Air Conditioning (A/C) Compressor 3.0L (4V)

Printable View (188 KB)

Special Tool(s)

 ST1260-A	2-Jaw Puller 205-D026 (D80L-1002-L) or equivalent
 ST1235-A	Holding Fixture, Compressor Clutch 412-098 (T94P-19703-AH)

Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B
Silicone Gasket and Sealant F7AZ-19554-EA	WSE-M4G323-A4

⚠ CAUTION: If installing a new air conditioning compressor due to an internal failure of the old unit, you must carry out the following procedures to remove contamination from the air conditioning system.

- If A/C flushing equipment is available, carry out flushing of the air conditioning system prior to installing a new air conditioning compressor. For additional information, refer to Air Conditioning (A/C) System Flushing in this section.
- If A/C flushing equipment is not available, carry out filtering of the air conditioning system after a new air conditioning compressor has been installed. For additional information, refer to Refrigerant System Filtering After A/C Component Replacement in this section.
- Install a new thermostatic expansion valve, as directed by the A/C flushing or filtering procedure.
- Install a new receiver drier (19950) as directed by the A/C flushing or filtering procedure.

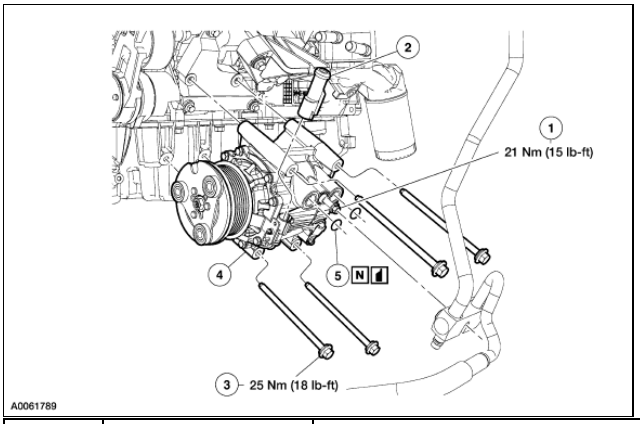
NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of system contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

1. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

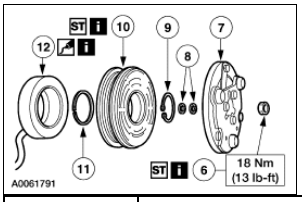
2. Remove the drive belt from the A/C compressor pulley.

3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W704692	A/C compressor manifold bolt
2	12B637	A/C clutch field coil electrical connector
3	W704692	Compressor bolt (4 req'd)
4	19703	A/C compressor
5	19E889	O-ring (2 req'd)

4. Illustration 2 of 2. Remove the component in the order indicated in the following illustration and table.



Item	Part Number	Description
6	W704577-S301	A/C clutch nut Removal Note
7	19D786	A/C clutch hub
8	19D648	A/C clutch hub spacer
9	W701742-S301	A/C clutch pulley snap ring
10	19D784	A/C clutch pulley Removal Note
11	W704579-S301	A/C clutch field coil snap ring
12	19D798	A/C clutch field coil Removal Note

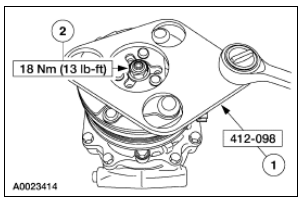
5. To install, reverse the removal procedure.

6. If filtering of the refrigerant system is not to be carried out, lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

7. If filtering of the refrigerant system is not to be carried out, evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Item 6: A/C Clutch Nut Removal Note

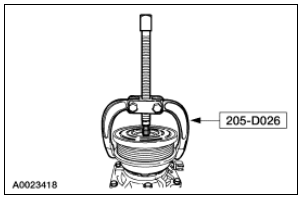
1. Remove the A/C clutch nut.
    1. Using the special tool, hold the clutch plate.
    2. Remove the nut.



Item 10: A/C Clutch Pulley Removal Note

1. ⚠ **CAUTION: Do not use air tools. Damage to the A/C clutch pulley or A/C compressor may result.**

   Using the special tool, remove the A/C clutch pulley.

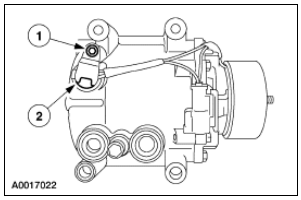


Item 12: A/C Clutch Field Coil Removal Note

1. **NOTE:** Apply a pea-sized drop of silicone sealant to the thermal limiter socket before installing the thermal limiter into the A/C compressor. Failure to use the approved sealant listed in the materials table may affect the function of the switch.

   Remove the thermal limiter.

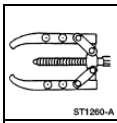
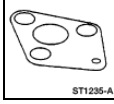
    1. Remove the bolt and the hold-down bracket.
    2. Remove the thermal limiter.



Air Conditioning (A/C) Compressor 3.9L

Printable View (214 KB)

Special Tool(s)

 ST1260-A	2-Jaw Puller 205-D026 (D80L-1002-L) or equivalent
 ST1235-A	Holding Fixture, Compressor Clutch 412-098 (T94P-19703-AH)

Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B
Silicone Gasket and Sealant F7AZ-19554-EA	WSE-M4G323-A4

⚠ CAUTION: If installing a new air conditioning compressor due to an internal failure of the old unit, you must carry out the following procedures to remove contamination from the air conditioning system.

- If A/C flushing equipment is available, carry out flushing of the air conditioning system prior to installing a new air conditioning compressor. For additional information, refer to Air Conditioning (A/C) System Flushing in this section.
- If A/C flushing equipment is not available, carry out filtering of the air conditioning system after a new air conditioning compressor has been installed. For additional information, refer to Refrigerant System Filtering After A/C Component Replacement in this section.
- Install a new thermostatic expansion valve, as directed by the A/C flushing or filtering procedure.
- Install a new receiver drier (19C836) as directed by the A/C flushing or filtering procedure.

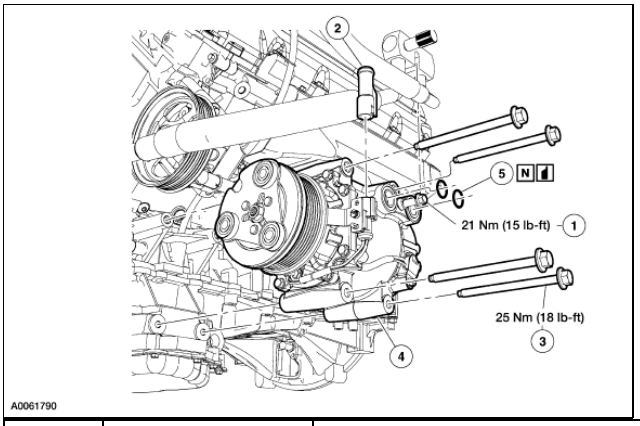
NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of system contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

1. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

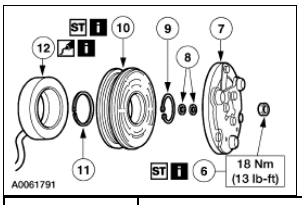
2. Remove the drive belt from the A/C compressor pulley.

3. Illustration 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W704692	A/C compressor manifold bolt
2	12B637	A/C clutch field coil electrical connector
3	W704692	Compressor bolt (4 req'd)
4	19703	A/C compressor
5	19E889	O-ring (2 req'd)

4. Illustration 2 of 2. Remove the component in the order indicated in the following illustration and table.



Item	Part Number	Description
6	W704577-S301	A/C clutch nut Removal Note
7	19D786	A/C clutch hub
8	19D648	A/C clutch hub spacer
9	W701742-S301	A/C clutch pulley snap ring
10	19D784	A/C clutch pulley Removal Note
11	W704579-S301	A/C clutch field coil snap ring
12	19D798	A/C clutch field coil Removal Note

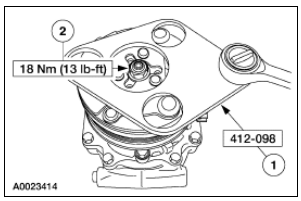
5. To install, reverse the removal procedure.

6. If filtering of the refrigerant system is not to be carried out, lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

7. If filtering of the refrigerant system is not to be carried out, evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Item 6: A/C Clutch Nut Removal Note

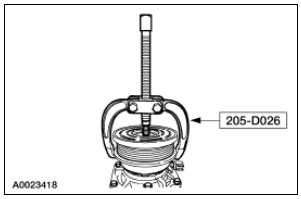
1. Remove the A/C clutch nut.
    1. Using the special tool, hold the clutch plate.
    2. Remove the nut.



Item 10: A/C Clutch Pulley Removal Note

1. ⚠ **CAUTION: Do not use air tools. Damage to the A/C clutch pulley or A/C compressor may result.**

   Using the special tool, remove the A/C clutch pulley.

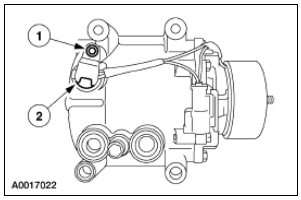


Item 12: A/C Clutch Field Coil Removal Note

1. **NOTE:** Apply a pea-sized drop of silicone sealant to the thermal limiter socket before installing the thermal limiter into the A/C compressor. Failure to use the approved sealant listed in the materials table may affect the function of the switch.

   Remove the thermal limiter.

    1. Remove the bolt and the hold-down bracket.
    2. Remove the thermal limiter.



Receiver Drier

Printable View (54 KB)

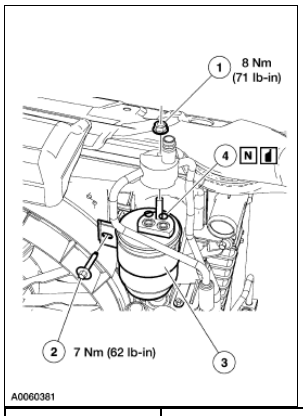
Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

1. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.
2. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A or Section 303-04B .
3. Remove the components in the order indicated in the following illustration and table.
4. To install, reverse the removal procedure.



Item	Part Number	Description
1	W520413	A/C fitting nut
2		Receiver drier bracket bolt
3	19959	Receiver drier
4	19E889	O-ring (2 req'd)

5. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

6. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Condenser Core

Printable View (37 KB)

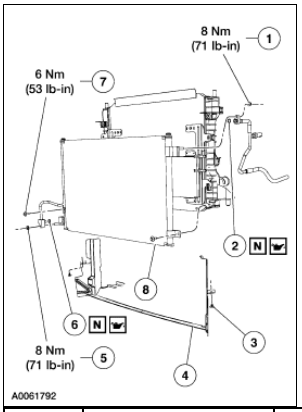
Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

1. Position the vehicle on a hoist with the gear selector in NEUTRAL. For additional information, refer to Section 100-00 .
2. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.
3. Remove the center underbody deflector shield.
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	W520413	A/C fitting nut
2	19E889	O-ring
3	389358	Lower air deflector pin-type retainer (2 req'd)
4	19E667	Lower air deflector
5	W520413	A/C fitting nut
6	19E889	O-ring

7	N805986	Condenser bracket bolt (2 req'd)
8	19712	Condenser core

6. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

7. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Receiver Drier Manifold and Tube Assembly

Printable View (105 KB)

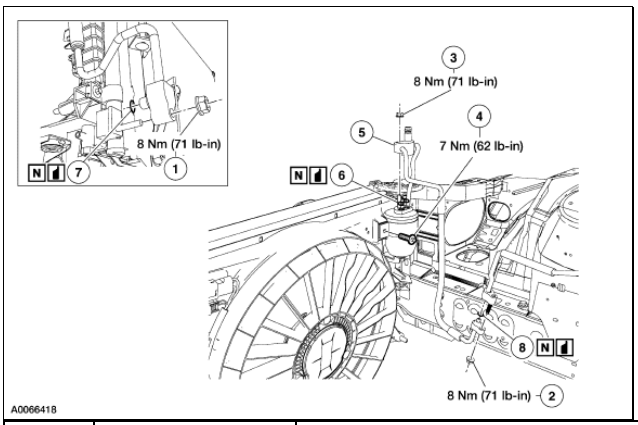
Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

1. Position the vehicle on a hoist with the gear selector in NEUTRAL. For additional information, refer to Section 100-00 .
2. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.
3. Remove the air cleaner outlet tube. For additional information, refer to Section 303-04A or Section 303-04B .
4. Remove the RH deflector shield.
5. Remove the components in the order indicated in the following illustration and table.
6. To install, reverse the removal procedure.



Item	Part Number	Description
1	W520413	A/C fitting nut.
2	W520413	A/C fitting nut
3	W520413	A/C fitting nut
4		Receiver drier bracket bolt
5	19835B	Receiver drier manifold and tube assembly

6	19E889	O-ring (2 req'd)
7	19E889	O-ring
8	19E889	O-ring

7. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

8. Evacuate, leak test and charge the refrigerant system. for additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Compressor Manifold and Tube Assembly 3.0L (4V) Printable View (126 KB)

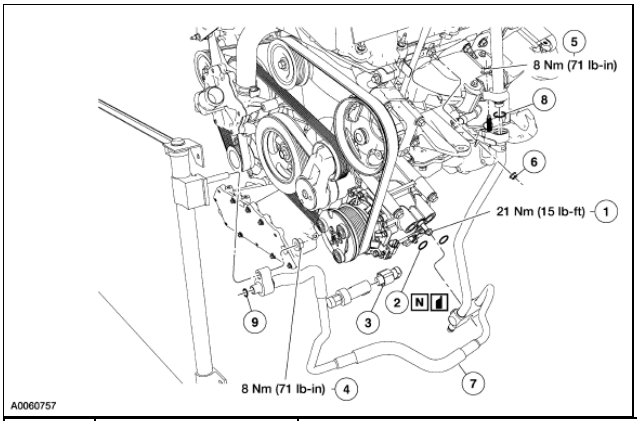
Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

1. Position the vehicle on a hoist with the gear selector in NEUTRAL. For additional information refer to Section 100-00 .
2. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.
3. Remove the engine air cleaner. For additional information, refer to Section 303-04A .
4. Remove the components in the order indicated in the following illustration and table.
5. To install, reverse the removal procedure.



Item	Part Number	Description
1	W704692	A/C compressor manifold bolt
2	19E889	O-ring (2 req'd)
3	14290	A/C pressure switch electrical connector
4	W520413	A/C fitting nut
5	W520413	A/C fitting nut
6		Compressor manifold and tube bracket nut

7	19D734	Compressor manifold and tube assembly
8	19E889	O-ring
9	19E889	O-ring

6. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

7. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Compressor Manifold and Tube Assembly 3.9L

Printable View (121 KB)

Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

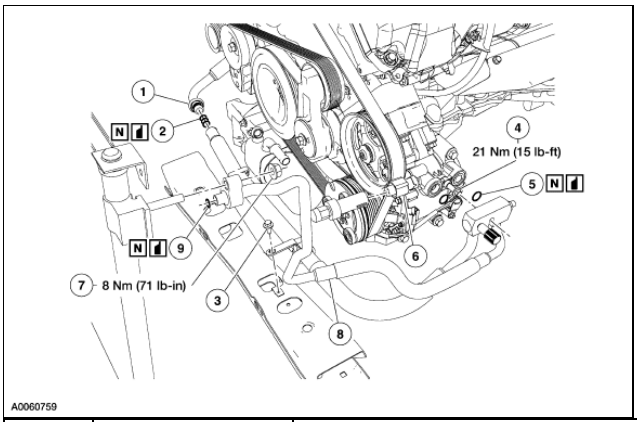
1. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

2. Position the vehicle on a hoist with the gear selector in NEUTRAL. For additional information refer to Section 100-00 .

3. Remove the center deflector shield.

4. Remove the components in the order indicated in the following illustration and table.

5. To install, reverse the removal procedure.



Item	Part Number	Description
1		Fitting (part of 19835A)
2	19E889	O-ring (3 req'd)
3	W705968	Compressor manifold and tube bracket bolt
4	W704692	A/C compressor manifold bolt
5	19E889	O-ring (2 req'd)
6	14290	A/C pressure switch electrical connector

7	W520413	A/C fitting nut
8	19D734	Compressor manifold and tube assembly
9	19E889	O-ring

6. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

7. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Thermostatic Expansion Valve Manifold and Tube Assembly 3.0L (4V)

Printable View (207 KB)

Material

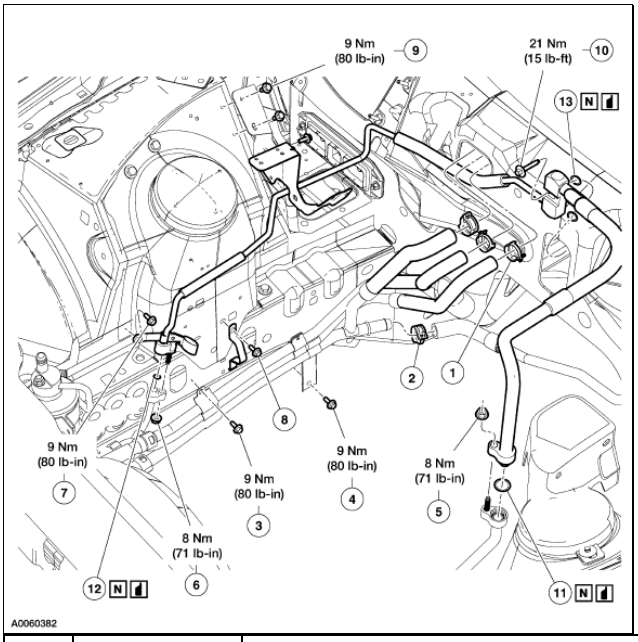
Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

NOTE: Lubricate the coolant hoses with plain water only if needed.

1. Position the vehicle on a hoist with the gear selector in NEUTRAL. For additional information, refer to Section 100-00 .
2. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.
3. Drain the engine coolant. For additional information, refer to Section 303-03 .
4. Remove the fresh air inlet duct. For additional information, refer to Air Distribution Ducts in this section.
5. Remove the RH air deflector shield.
6. Remove the components in the order indicated in the following illustration and table.
7. To install, reverse the removal procedure.



Item	Part Number	Description
1	8287	Clamp (3 req'd)
2	8287	Clamp
3	W702434	Heater tube bracket bolt
4	W702434	Heater tube bracket bolt
5	W520413	A/C fitting nut
6	W520413	A/C fitting nut
7	W705968	Thermostatic expansion valve (TXV) manifold and tube assembly bracket bolt
8	W705968	TXV manifold and tube assembly bracket bolt
9	W705968	Wire harness bracket bolt
10	N805334S2	TXV manifold bolt
11	19E889	O-ring (2 req'd)
12	19E889	O-ring
13	19E889	O-ring (2 req'd)

8. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

9. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Thermostatic Expansion Valve Manifold and Tube Assembly 3.9L

Printable View (181 KB)

Material

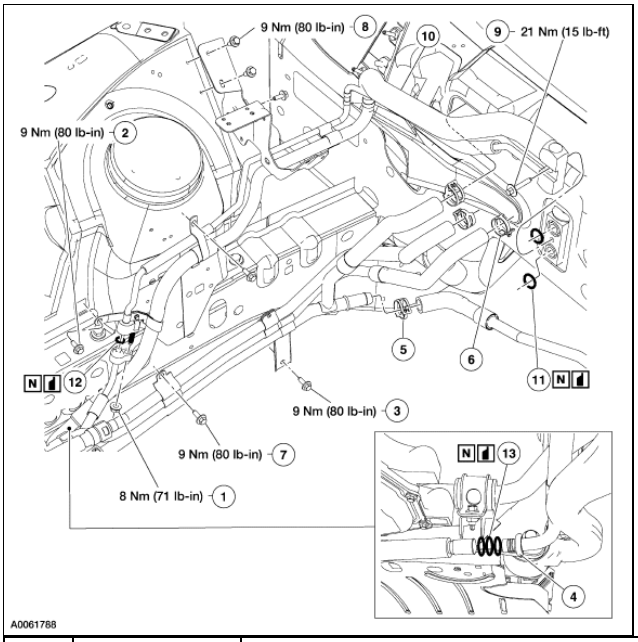
Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

NOTE: Lubricate the coolant hoses with plain water only if needed.

1. Position the vehicle on a hoist with the gear selector in NEUTRAL. For additional information, refer to Section 100-00 .
2. Recover the refrigerant. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.
3. Drain the engine coolant. For additional information, refer to Section 303-03 .
4. Remove the fresh air inlet duct. For additional information, refer to Air Distribution Ducts in this section.
5. Remove the RH air deflector shield.
6. Remove the components in the order indicated in the following illustration and table.
7. To install, reverse the removal procedure.



Item	Part Number	Description
1	W520413	A/C fitting nut
2	W702434	Thermostatic expansion valve (TXV) manifold and tube assembly bracket bolt
3	W702434	Heater tube bracket bolt
4		Fitting (part of 19D734)
5	8287	Clamp
6	8287	Clamp (3 req'd)
7	W702434	Heater tube bracket bolt
8	W705968	Wire harness bracket bolt
9	N80533452	TXV manifold bolt
10	19835A	TXV manifold and tube assembly
11	19E889	O-ring (2 req'd)
12	19E889	O-ring
13	19E889	O-ring (3 req'd)

8. Lubricate the refrigerant system with the correct amount of clean PAG oil. For additional information, refer to Refrigerant Oil Adding in this section.

9. Evacuate, leak test and charge the refrigerant system. For additional information, refer to Air Conditioning (A/C) System Recovery, Evacuation and Charging in this section.

Thermostatic Expansion Valve

Printable View (22 KB)

Material

Item	Specification
PAG Refrigerant Compressor Oil (R-134a Systems) F7AZ-19589-DA (Motorcraft YN-12-C)	WSH-M1C231-B

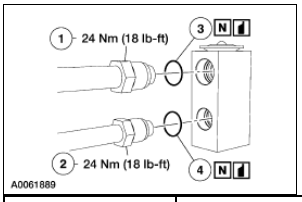
NOTE: Installation of a new receiver drier is not required when repairing the air conditioning system except when there is physical evidence of contamination from a failed A/C compressor or damage to the receiver drier.

NOTE: New O-ring seals, lubricated in clean PAG oil, must be installed before reconnecting any A/C fitting that has been disconnected.

1. Remove the evaporator core. For additional information, refer to Heater Core and Evaporator Core Housing, Assembly and Components in this section.

2. Remove the components in the order indicated in the following illustration and table.

3. To install, reverse the removal procedure.



Item	Part Number	Description
1		Fitting (part of 19860)
2		Fitting (part of 19860)
3	19E889	O-ring
4	19E889	O-ring

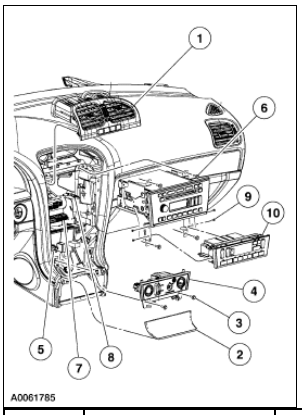
Climate Control Assembly

Printable View (67 KB)

NOTE: If installing a new climate control assembly (DATC module), the new module must be configured for the vehicle. For additional information, refer to Section 418-00 .

1. Remove the components in the order indicated in the following illustration and table.

2. To install, reverse the removal procedure.

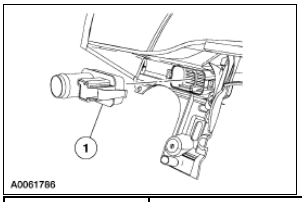


Item	Part Number	Description
1	19893C	Center instrument panel register
2	04644	Trim panel
3	W704875	Switch panel screw (2 req'd)
4	04338F	Switch panel
5	14401	Power point electrical connector
6	W704875	Audio unit screw (4 req'd)
7	14401	Climate control assembly electrical connector
8	18812	Antenna cable
9		Climate control assembly screw (4 req'd)
10	19980	Climate control assembly

In-Vehicle Temperature Sensor

Printable View (26 KB)

1. Remove the instrument cluster finish panel. For additional information, refer to Section 501-01 .
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.

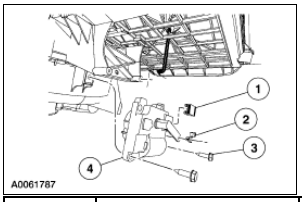


Item	Part Number	Description
1	19C734	In-vehicle temperature sensor

Mode Door Actuator Air Inlet Door

Printable View (34 KB)

1. Remove the RH floor duct. For additional information, refer to Air Distribution Ducts in this section.
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.

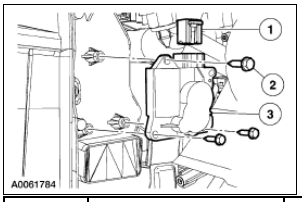


Item	Part Number	Description
1	19D887	Air inlet door actuator electrical connector
2	18A481	Retaining clip
3	W701696-S	Air inlet door actuator screw (2 req'd)
4	19E616	Air inlet door actuator

Mode Door Actuator Floor Door

Printable View (30 KB)

1. Remove the LH floor duct. For additional information, refer to Air Distribution Ducts in this section.
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.

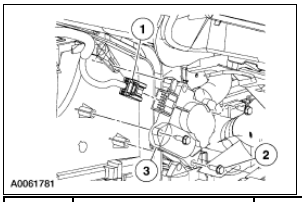


Item	Part Number	Description
1	14401	Floor duct door actuator electrical connector
2	W701696-S	Floor duct door actuator screw (3 req'd)
3	19E616	Floor duct door actuator

Mode Door Actuator Cold Air Bypass Door

Printable View (37 KB)

1. Remove the LH floor duct. For additional information, refer to Air Distribution Ducts in this section.
2. Remove the components in the order indicated in the following illustration and table.
3. To install, reverse the removal procedure.



Item	Part Number	Description
1	19D887	Cold air bypass door actuator electrical connector
2	W701696-S	Cold air bypass actuator screws (3 req'd)
3	19E616	Cold air bypass door actuator

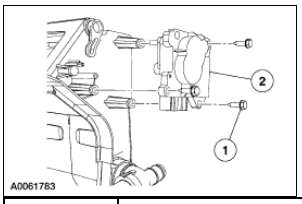
Mode Door Actuator Defrost Door

Printable View (26 KB)

1. Remove the plenum chamber. For additional information, refer to Plenum Chamber, Assembly and Components in this section.

2. Remove the components in the order indicated in the following illustration and table.

3. To install, reverse the removal procedure.



Item	Part Number	Description
1	W701696-S	Defrost door actuator screw (2 req'd)
2	19E616	Defrost door actuator

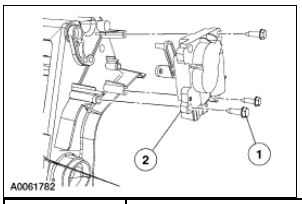
Mode Door Actuator Panel Door

Printable View (28 KB)

1. Remove the plenum chamber. For additional information, refer to Plenum Chamber, Assembly and Components in this section.

2. Remove the components in the order indicated in the following illustration and table.

3. To install, reverse the removal procedure.



Item	Part Number	Description
1	W701696-S	Panel door actuator screw (3 req'd)
2	19E616	Panel door actuator

-- D --

Daytime Running Lamps

Degas Bottle

Diagnosis By Symptom

Diagnostic Instructions Air Bag and Safety Belt Pretensioner Supplemental Restraint System (SRS)

Diagnostic Trouble Code Chart

Diagnostic Trouble Code Charts

Diagnostics

Digital Transmission Range (TR) Sensor

Direct Clutch Drum Assembly

Disassembled Views

Door Alignment

Door Check Arm

Door Lock Control Switch

Door Speaker

Door Window Glass Front

Door Window Glass Rear

Door Window Motor Initialization

Drive Pinion Flange and Drive Pinion Seal

Driveline System Component Location Index

Driveline System

DESC & OPER: Driveline System

DIAG & TEST: Driveline System

Section Table of Contents

Driver Air Bag Module

Driver Door Module (DDM)

DIAG & TEST: Module Communications Network

REM & INST: Module Communications Network

Driver Seat Module (DSM)

DIAG & TEST: Module Communications Network

REM & INST: Module Communications Network

Driver Seat

Information, Gauges and Warning Devices Component Location Index

Printable View (190 KB)

Printable View (7 KB)

General Specifications

Item	Specification
Azimuth system check object position 1 (P1) and position 5 (P5) , distance from sensor	160 cm (63 in)
Azimuth system check object position 2 (P2), 3 (P3) and position 4 (P4) , distance from sensor	5 m (16.4 ft)

Torque Specifications

Description	Nm	lb-ft	lb-in
Steering column reinforcement bolts	9		80
Steering column nuts	17	13	
Horn bolt	20	15	
Horn switch pad bolt	6		53

Instrument Cluster and Panel Illumination Printable View (9 KB)

The instrument cluster and panel illumination is used to provide backlighting to the instrument panel, switches and control components when the headlamp switch is in either the parking lamp ON or headlamp ON position. The level of intensity is adjustable by rotating the instrument panel dimmer switch either up to increase intensity or down to decrease intensity.

Principles of Operation

Instrument Cluster and Panel Lighting Dimmable

The instrument panel dimmer switch allows the brightness level of the backlights and displays to be adjusted dependent upon the headlamp switch position and the instrument panel dimmer switch position. The instrument panel dimmer switch sends a signal to the instrument cluster which then sends a backlighting intensity and dimming curve command over the standard corporate protocol (SCP) communication network to the front electronic module (FEM). The FEM then sends a pulse width modulated (PWM) dimming signal to the instrument cluster, the dimmable LEDs, and the dimmable incandescents.

When the headlamp switch is in the parking lamp ON, headlamp ON, or the autolamp ON position and the autolamp feature is active, synchronized dimming of the dimmable components can be controlled with the instrument panel dimmer switch.

All backlighting will be disabled when the battery saver function has been activated.

Fault Management

The dimmable backlighting will default to 100% intensity if an instrument panel dimmer switch failure occurs.

Instrument Cluster

Printable View (18 KB)

The base and optional instrument clusters both contains gauges, indicator lamps, and warning lamps that are designed to provide the driver with system status and to alert the driver that certain conditions exist in the vehicle. The optional instrument cluster contains the message center and is located in the lower RH corner of the cluster. Gauges provide information to the driver indicating the status of systems. The systems that use gauges include vehicle speed, fuel level, engine coolant temperature, and engine rpm. Indicator lamps provide information to the driver of conditions that exist in the vehicle. The indicator lamps include the turn signal, low washer fluid level, traction control, and speed control. Warning indicator lamps provide information to the driver of conditions that could potentially alter vehicle performance. Examples of the warning indicators include the ABS, BRAKE, safety belt, and low oil pressure.

Principles of Operation

NOTE: The instrument cluster, front electronic module (FEM), and the rear electronic module (REM) must be reconfigured upon replacement. Refer to Section 418-00 .

NOTE: The diagnostic tool may display ICM for the instrument cluster.

NOTE: For any concerns with the restraint control module (RCM), refer to Section 501-20B .

The instrument cluster is a hybrid electronic instrument cluster (HEC). The vehicle electronic functions are divided into zones. The instrument cluster, FEM, and REM use the standard corporate protocol (SCP) communication network to transmit and receive information. It is very important to understand:

- where the input (command) originates from
- all information (messages) necessary in order for a feature to operate
- which module(s) receive(s) the input or command message
- does the module which received the input (message), control the output of the feature, or does it output a message over the SCP communication network to another module
- which module controls the output of the feature

The instrument cluster communicates with the FEM, REM, anti-lock brake system/traction control/interactive vehicle dynamics (ABS/TC/IVD), powertrain control module (PCM), steering column lock (SCL), message center (MC) module, and the RCM over the SCP to control the gauges, indicators, and chimes.

Integrated Circuit Display

The integrated circuit display maintains three separate functions housed in a single display area, the warning center display, the trip A/B, and the odometer display.

Warning Center Display

The warning center display is a florescent vacuum tube display that alerts the driver of a lamp outage condition. The FEM and REM both control the exterior illumination. When an exterior lamp(s) is inoperative, the FEM or REM notify the instrument cluster over the SCP communication network and the instrument cluster illuminates the warning center message LAMP OUT. The warning center message will remain on until the condition is corrected. Once the condition is corrected, the warning center will display the trip odometer.

Trip A/B And Odometer Displays

The vehicle speed signal (VSS) from all four wheels is hardwired directly to the ABS/TC. The speed status is then sent to the instrument cluster by the ABS/TC over the SCP communication network to establish a rolling count.

PRNDL Display

The digital transmission range (TR) sensor is hardwired directly to the PCM. The status of the gear selection is sent to the instrument cluster from the PCM over the SCP communication network.

Gauges

Fuel Gauge

The fuel gauge system has a saddle-type fuel tank with two integrated fuel senders: the fuel delivery module and the jet pump module. The fuel delivery module is located in the right side of the fuel tank and the jet pump module is located in the left side of the fuel tank. Fuel level status is sent directly to the REM, which is hardwired to the fuel senders. The REM sends the fuel data to the instrument cluster via the SCP line. Normal operating range of the fuel delivery module is from 16 ± 2 ohms at empty (E) to 155 ± 4 ohms at full (F). Normal operating range of the jet pump module sender is from 19 ± 2 ohms at empty (E) to 160 ± 2 ohms at full (F). If either the REM or jet pump module fuel sender has an open or shorted signal, the instrument cluster will log diagnostic trouble code (DTC) B1201. If the jet pump module sender is open, the fuel gauge will default to the fuel delivery module sender value only and the fuel gauge will indicate E to 1/2 tank (depending on the fuel level on the fuel delivery module side of the tank). If the fuel delivery module is open, the fuel gauge will default to the empty position.

Speedometer Gauge

The instrument cluster uses a vehicle speed signal from the ABS/TC/IVD system to control the movement of the speedometer pointer. Vehicle speed information is sent to the ABS/TC/IVD module from all four wheel speed sensors, which is then sent to the instrument cluster by the ABS/TC/IVD module over the SCP communication network.

Tachometer Gauge

The instrument cluster uses crankshaft speed information, sent to the PCM from the crankshaft position sensor, to control the movement of the tachometer pointer. The crankshaft position sensor is hardwired directly to the PCM, which provides the crankshaft position sensor status to the instrument cluster over the SCP communication network.

Temperature Gauge

The cylinder head temperature sensor is hardwired directly to the PCM. The status of the cylinder head temperature is sent from the PCM over the SCP communication network to the instrument cluster. Normal operating temperature is 60° C (140° F) to 120° C (248° F). Redline starts at 121° C (249.8° F).

Warning Indicator Lamps

Air Bag Warning Indication

The supplemental restraint system is monitored and controlled by the RCM. The status of the supplemental system is sent from the RCM to the instrument cluster through hardwired circuitry. The AIR BAG warning indicator is illuminated if the restraint control module (RCM) sends a ground signal to the instrument cluster.

ABS Warning Indication

The ABS is monitored by the ABS, ABS/TC or ABS/TC/IVD module, which sends the status signal to the instrument cluster over the SCP communication network. The instrument cluster uses this input to determine whether or not there is a fault with the ABS, ABS/TC or ABS/TC/IVD system and turns on the ABS warning indicator according to the input.

Brake Warning Indication

The brake warning indicator supports three separate functions: base brake system failure, low brake fluid level, and engagement of the parking brake. These functions are controlled by the parking brake control switch, the brake fluid level switch and the brake system itself. The brake fluid level switch and the parking brake control switch are hardwired directly to the FEM. The status of both the brake fluid level and parking brake switches are sent from the FEM to the instrument cluster over the SCP communication network. The base brake system status is monitored by the ABS/TC module and sent to the instrument cluster over the SCP communication network.

Charging System Warning Indicator

The charging system controls are accomplished through the PCM, which monitors the output of the generator through hardwired circuitry. The status of the charging system is then relayed from the PCM to the instrument cluster over the SCP communication network.

Door Ajar Warning Indication (Base Cluster Only)

The door switches for the rear of the vehicle are directly hardwired to the REM. The door switches for the front of the vehicle are directly hardwired to the FEM. The FEM and REM both use the multiple inputs from the door switches to determine whether the doors are in the opened or closed position. The door ajar status is sent to the instrument cluster from both the FEM and REM over the SCP communication network.

Engine Over-Temperature Warning Indicator

The engine over-temperature status is determined by the cylinder head temperature sensor, which is hardwired directly to the PCM. The status of the cylinder head temperature is sent from the PCM over the SCP communication network to the instrument cluster. The instrument cluster then determines whether or not the cylinder head temperature is above the over-temperature threshold.

Low Fuel Warning Indicator (Base Cluster Only)

There are two fuel tank senders, which are hardwired directly to the REM. The status of the fuel level from both senders is sent from the REM over the SCP communication network to the instrument cluster. The instrument cluster uses these inputs to determine the overall fuel level in the tank and illuminates the low fuel warning indicator if the fuel level is low.

Low Washer Fluid Warning Indication (Base Cluster Only)

The low washer fluid level switch is hardwired directly to the FEM. The FEM monitors the washer fluid level status and sends it to the instrument cluster via the SCP communication network.

Safety Belt Warning Indicator

The instrument cluster receives the safety belt warning status from the RCM through hardwired circuitry. The safety belt switch is hardwired to the RCM. When the safety belt is fastened, the safety belt switch opens and removes the ground to the RCM and when the safety belt is unfastened, the safety belt switch closes and grounds the circuit to the RCM.

Indicator Lamps

Advance Traction Indication

The status of the advance traction control system is communicated to the instrument cluster from the ABS/TC/IVD module over the SCP communication network. When the advance traction control system is switched OFF, the ABS/TC/IVD module will send a command to the instrument cluster to illuminate the advance traction indicator.

CHECK FUEL CAP (Base Cluster Only)

The CHECK FUEL CAP indicator is used to indicate significant leaks in the fuel tank evaporative system due to a loose fuel cap. Fuel tank pressure is monitored by the PCM and if a leak is detected it signals a fault to the instrument cluster over the SCP network. Once the PCM has detected a loose fuel cap and the CHECK FUEL CAP indicator is illuminated, the indicator will remain illuminated until the fuel cap is secured and the ignition switch has been cycled one time.

Electronic Throttle Control (Base Cluster Only)

The instrument cluster receives the electronic throttle control status from the PCM over the SCP communication network. When a system concern is detected, the PCM sends the instrument cluster a command signal to turn the electronic throttle control indicator ON.

High Beam Indication

The multifunction switch is hardwired directly to the instrument cluster. The headlamp status is then sent from the instrument cluster to the FEM via the SCP communication network.

Low Oil Pressure Indication

The low oil pressure switch is hardwired to the FEM. The status of the oil pressure is sent from the FEM to the instrument cluster via the SCP communication network.

Malfunction Indicator Lamp (MIL)

After the engine is started, the MIL proves out for a duration of three seconds. If the instrument cluster does not receive a message from the PCM within five seconds, it sends two messages to the PCM and attempt to reestablish communication. If the instrument cluster is unable to reestablish communication, the instrument cluster illuminates the MIL and logs a diagnostic trouble code (DTC).

Speed Control Indication

The speed control status is monitored by the PCM and then relayed to the instrument cluster via the SCP communication network. The speed control indicator illuminates when the speed control is set.

Steering Column Lock Indication

The instrument cluster monitors the key-in-ignition status, ignition switch position status and the steering column lock status. When the key is in the ignition, the key is in the RUN position and the steering column is locked, the instrument cluster turns on the steering column lock warning indicator. The steering column lock status is sent to the instrument cluster from the steering column lock (SCL) module over the SCP communication network.

Traction Control Indication

The status of the traction control is communicated to the instrument cluster from the ABS/TC/IVD module via the SCP communication network. When the traction control system is active, the ABS/TC/IVD module sends a command to the instrument cluster to illuminate the traction control indicator.

Turn/Hazard Indication

The multifunction switch is hardwired directly to the instrument cluster. The instrument cluster sends the signal from the multifunction switch to both the FEM and REM via the SCP communication network while simultaneously illuminating the turn/hazard indicators. The FEM and the REM use these inputs from the instrument cluster to illuminate the exterior lighting as necessary.

Horn

Printable View (8 KB)

There are two separate conditions that can cause the horn to sound. The horn sounds if the driver presses the horn switch(es) and when the remote keyless entry is armed. The horn system uses a horn relay to provide voltage to the horns while the horn switches and the front electronic module (FEM) provide the control grounds to engage the horn relay. The horn switch is located behind the drivers side air bag. For the removal and installation of the horn switch(es), refer to Horn Switch in this section. The FEM is located behind the LH A-pillar lower trim panel. For removal and installation of the FEM, refer to Section 418-00 .

Principles of Operation

When the horn switch is pressed, a message is sent from the instrument cluster over the network communication link to the FEM. The FEM acknowledges the message and energizes the horn relay by grounding the horn relay coil which allows the dual-note horn to sound.

Information And Message Center Printable View (13 KB)

The message center display is a green vacuum fluorescent, fixed format display. The message center display is integral to the instrument cluster. The message center is controlled by the four message center switches (FUEL, RESET, STATUS, and SETUP).

Principles of Operation

The message center is an integral part of the instrument cluster. The message center communicates with the powertrain control module (PCM), front electronic module (FEM), rear electronic module (REM), and anti-lock brake system (ABS)/traction control (TC)/stability assist module over the SCP network. As a technician, it is important to understand:

- where the input (command) originates from.
- all information (messages) necessary in order for a feature to operate.
- which module(s) receive(s) the input or command message.
- does the module which received the input (message) control the output of the feature, or does it output a message over the SCP communication network to another module?
- which module controls the output of the feature.

Display Information

The display modes are:

- fuel (average fuel economy, distance to empty)
- setup
- system status
- warning
- temporary alert

The message center information can be selected by pressing any of the following four buttons:

- FUEL
- RESET
- SETUP
- STATUS

The setup display and the status display will time-out and default to the fuel blank display function. The temporary alert display will interrupt the current display to show the status of an event that has just happened. The warning display interrupts the current display until cleared or reset by the driver.

Status Displays

The status displays are timed modes and default back to the fuel blank display function. The status display modes are:

- oil life %
- AC air filter life %
- charging system
- low oil

- engine temperature
- brake fluid level
- washer fluid level
- driver door
- passenger door
- driver rear door
- passenger rear door
- luggage compartment lid
- front turn lamps
- rear turn lamps
- stoplamps
- tail lamps
- traction control
- advance trac

Setup Displays

The setup displays are timed modes and default back to the fuel blank display function. The setup display modes are:

- language
- English/metric units
- autolocks on, autolocks off
- lock chirp on, lock chirp off
- easy entry on, easy entry off

Warning Messages

The warning messages can interrupt the display until cleared or reset by the driver. The warning messages are single cycle, non-resettable and repetitive warning messages. The single cycle warning messages are:

- change oil now (0%)
- change oil soon (1%-5%)
- low oil level
- low washer fluid level
- low brake fluid level
- check headlamps
- check brake lamps
- check tail lamps
- check front turn lamps
- check rear turn lamps
- change A/C air filter soon
- luggage compartment lid
- check fuel cap
- service park brake
- apply park brake

The single cycle warning messages will display once whenever the key is turned to ON or a fault occurs in a system and can be cleared by pressing the RESET button.

The repetitive warning messages are:

- check charging system
- low fuel level

- check transmission
- transmission overheated

The repetitive warning messages are displayed at a fixed interval whenever the key switch is turned ON or is in the ACC position. To remove a repetitive warning message, press the RESET button. The message will only recur after 10 minutes or until the warning condition is corrected.

The non-resettable warning messages displays whenever the key switch is turned to ON and a fault occurs in a system. The fault must be corrected to clear the non-resettable warning messages.

The non-resettable warning messages are:

- stop engine safely
- driver door ajar
- passenger door ajar
- driver rear door ajar
- passenger rear door ajar
- park brake on
- ETC-engine failsafe mode

Temporary Alert Messages

The temporary alert display will interrupt the current display to show the status of an event that has just happened. The temporary alert messages are:

- autolamp delay
- memory recall/save
- traction control
- advance trac
- speed control ON/OFF status

Warning Devices

Printable View (14 KB)

The instrument cluster controls the warning chime function. The warning chime sounds to alert the driver as a reminder to turn the headlamps off when exiting the vehicle, remove the ignition key when exiting the vehicle, close the doors after starting the vehicle, or to fasten the safety belt after starting the vehicle. The instrument cluster utilizes various inputs to determine when to sound the warning chime. The warning chime will sound if the headlamps have been left on with the key OFF and the driver door is ajar, the key is in the ignition with the key OFF and the driver door is ajar, a door is ajar while the key is in the RUN position, or the safety belts have not been fastened and the key is in the RUN position.

The instrument cluster will momentarily sound the chime to alert the driver when a warning message is first displayed on vehicles equipped with a message center. The instrument cluster will also momentarily sound the warning chime to alert the driver when the electronic park brake is applied, and again when the electronic park brake is released, for confirmation of park brake status.

Principles of Operation

The instrument cluster controls the following chimes:

- driver or passenger safety belt not fastened warning chime (warning times out)
- key-in-ignition warning (repetitive chime)
- headlamp-on warning (repetitive chime)
- door ajar warning (repetitive chime)
- safety belt warning chime (repetitive chime)
- belt minder warning chime (repetitive chime after a delay and the safety belt chime has completed)

The safety belt warning chime warns that the safety belt is not fastened. The safety belt warning chime sounds when the driver or passenger safety belt is not fastened and the key switch is turned from the OFF/LOCK or ACC to the RUN or START position.

The safety belt warning chime stops sounding when the safety belt is fastened, when the key switch is switched from the RUN or START to the OFF/LOCK or ACC position, or when the chime has sounded for approximately six seconds.

The safety belt warning chime inputs are:

- key in START position
- key in RUN position
- driver or passenger safety belt switch data communicated by the restraint control module (RCM) to the instrument cluster on circuit 8-GE52 (WH/BK)

The safety belt warning lamp along with the chime warns that the safety belt is not fastened. The safety belt warning lamp illuminates when the safety belt is not fastened and the key is turned from the OFF/LOCK or ACC to the RUN or START position.

The safety belt warning lamp turns off when the safety belt is fastened, the key is moved from the RUN or START to the OFF/LOCK or ACC position, or if the lamp is illuminated for approximately 6 seconds.

The safety belt warning lamp inputs are:

- key in START position
- key in RUN position
- driver or passenger safety belt switch data communicated by the restraint control module (RCM) to the instrument cluster on circuit 8-GE52 (WH/BK)

NOTE: The belt minder is configurable. For additional information, refer to Section 418-00 . To configure without using a diagnostic tool, refer to Belt Minder Deactivating/Activating in this section.

The belt minder feature supplements the current safety belt warning function. The belt minder is enabled after the current safety belt warning is complete. The belt minder reminds the driver that the driver or passenger safety belt is unbuckled by intermittently sounding a chime and illuminating the safety belt warning lamp in the instrument cluster. While activated, the belt minder alternates the chime and indicator from on for 6 seconds to off for 30 seconds.

The door ajar warning chime warns that a door is not fully closed. The chime sounds when any door or the luggage compartment lid becomes ajar while the key is in the RUN position.

The door ajar warning indicator warns that a door is not fully closed. The door ajar warning indicator illuminates when any door or the luggage compartment lid initially becomes ajar while the key is in the RUN position.

The door ajar warning indicator turns off when all doors and the luggage compartment lid are closed, or the key is turned to the OFF/LOCK or ACC position.

The door ajar warning lamp/chime inputs are:

- key in START position
- key in RUN position
- door ajar data communicated by the FEM and REM to the instrument cluster on the SCP communication network

The key-in-ignition warning chime warns that the key is still in the ignition when the driver door is ajar. The key-in-ignition warning chime sounds when the driver door is ajar and the key is in the ignition switch.

The key-in-ignition warning chime stops sounding when the driver door is closed or the key is removed from the ignition.

The key-in-ignition warning chime input is the key-in-ignition switch circuit 30S-GM7 (RD/WH), voltage applied with the key in ignition.

The headlamp on warning chime warns that the headlamps are on when the driver door is ajar and the key is removed from the ignition. The headlamps on warning chime sounds if the driver door is ajar, the headlamp switch is in the PARK or HEAD position, and the key is in the OFF/LOCK position with the key out.

The headlamp on warning chime will stop sounding when any one of the above conditions are removed.

The headlamp on warning chime inputs are:

- key in START position
- key in RUN position
- key-in-ignition switch circuit 30S-GM7 (RD/WH), no voltage applied with the key removed from the ignition switch

Parking Aid Printable View (8 KB)

The parking aid system sounds a warning to alert the driver of stationary objects near the rear bumper when the REVERSE gear is selected. The parking aid system assists the driver in detecting certain objects while the vehicle moves slowly in REVERSE at speeds less than 3 mph (4.8 km/h). The parking aid system may not detect angular or moving objects.

Principles of Operation

The parking aid system detects objects behind the vehicle when the vehicle is in REVERSE. The parking aid does this by calculating the distance to an object by the use of two ultrasonic sensors and one radar sensor mounted in the rear bumper. The field is emitted in a semicircular area around the rear of the vehicle. The sensors can detect objects up to 5 m (16.4 ft) to the rear of the vehicle, 50 cm. (1.6 ft) to the rear side of the vehicle, and 16 cm. (6 in) above ground. A 750 Hz variable warning tone is generated by the parking aid module speaker integrated in the parking aid module. The speaker increases its warning tone rate as the vehicle gets closer to an obstacle. When an object is detected within 45 cm. (18 inches) of the sensors, the warning tone becomes continuous.

The parking aid system is enabled when the vehicle ignition is in RUN and REVERSE gear is selected. The system will always enable when the ignition is transitioned to RUN and REVERSE gear is selected.

The parking aid system is disabled if any fault is detected. The parking aid switch indicator will illuminate for two seconds when the key is transitioned to RUN if no fault is detected. If any fault is detected, the parking aid switch indicator will flash, then constantly illuminate when the key is transitioned to RUN. The parking aid is on the universal asynchronous receiver-transmitter (UART)-based protocol (UBP) communications network and can be diagnosed with a diagnostic tool.

Instrument Cluster and Panel Illumination Printable View (412 KB)

Refer to Wiring Diagrams Cell 71 , for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent diagnostic tool with the appropriate adaptor cable

Inspection and Verification

NOTE: The instrument cluster and front electronic module (FEM) must be reconfigured upon installation. Refer to Section 418-00 .

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Instrument panel dimmer switch	• Central junction box (CJB) fuse(s) ♦ 4 (5A) ♦ 13 (5A) ♦ 17 (5A) ♦ 20 (10A) ♦ 33 (10A) • Battery junction box (BJB) fuse(s) ♦ 22 (20A) ♦ 25 (40A) • Bulb(s) • Connectors • Central junction box (CJB) • Interior auxiliary junction box

	• Joint connector 3 • Instrument cluster • Front electronic module (FEM) • Instrument panel dimmer switch

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+ or SCP- circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for the front electronic module (FEM), REFER to Section 418-00 .
   - No response/not equipped for the instrument cluster, Go To Pinpoint Test F .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self-test diagnostics for the instrument cluster or FEM.

7. If the DTCs retrieved are related to the concern, refer to Section 418-00 to continue diagnostics.

8. If no DTCs related to the concern are retrieved, GO to to continue diagnostics.

Instrument Cluster Diagnostic Trouble Code (DTC) Index

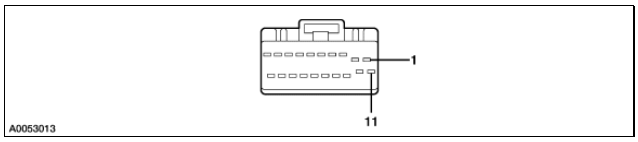
DTC	Description	Source	Action
B1246	Dim Panel Potentiometer Switch Circuit Failure	Instrument Cluster	Go To Pinpoint Test E .

For a complete list of instrument cluster DTCs, refer to Section 418-00 .

Symptom Chart

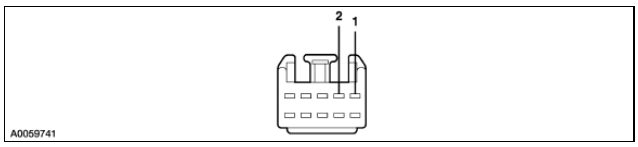
Symptom Chart
Circuit Reference

Front Electronic Module (FEM) C201f



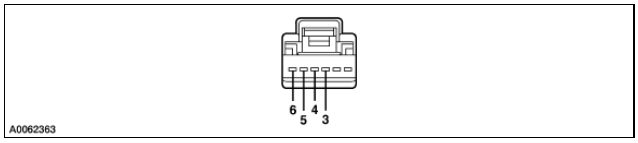
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-DK22 (OG/YE) B+ power feed circuit	0 voltage with the key in the OFF position, greater than 10 volts with the key in the ON position. Less than 5 ohms, with the key in the OFF position, between the FEM and the interior auxiliary junction box. Greater than 10,000 ohms resistance, with the key in the OFF position, between the FEM and ground.
11	64S-LH5 (BU/YE) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the FEM and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the FEM and ground.

Headlamp Switch C205



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	31-LH26 (BK) illumination ground	0 voltage, less than 5 ohms resistance between the headlamp switch and ground.
2	64S-LH26 (BU/BK) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the headlamp switch and the joint connector 3. Greater than 10,000 ohms resistance between the headlamp switch and ground.

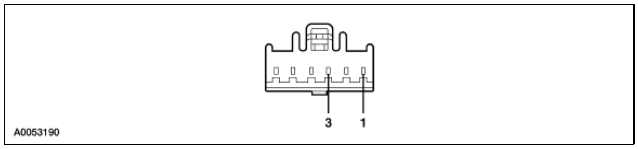
Instrument Panel Dimmer Switch C206



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3		

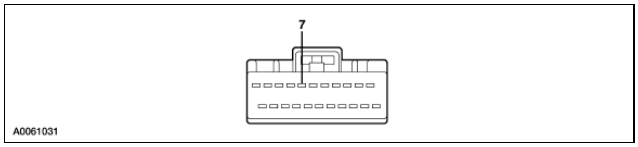
	64S-LE10 (BU/YE) dimmable backlighting power supply	5 volts with the headlamp switch in the PARK/ON positions. Less than 5 ohms resistance between the instrument panel dimming module and the instrument cluster. Greater than 10,000 ohms resistance between the instrument panel dimmer switch and ground.
4	9-LE10 (BN/YE) signal return circuit	0 voltage, less than 5 ohms resistance between the instrument panel dimmer switch and ground.
5	10-LE10 (GY/BK) illumination ground	0 voltage, less than 5 ohms resistance between the instrument panel dimmer switch and ground.
6	8-LE10 (WH/BK) signal circuit	5 volts with the headlamp switch in the PARK/ON positions. Less than 5 ohms resistance between the instrument panel dimmer switch and the instrument cluster. Greater than 10,000 ohms resistance between the instrument panel dimmer switch and ground.

Clockspring C218b



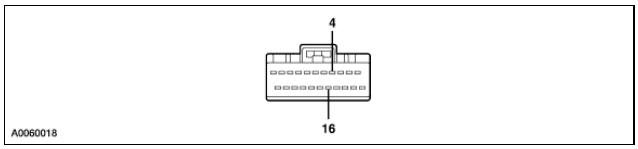
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	64-LK18 (BU/RD) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the clockspring and the joint connector 3. Greater than 10,000 ohms resistance between the clockspring and ground.
3	31S-PG1 (BK/BU) ground	0 voltage, less than 5 ohms resistance between the clockspring and ground.

Instrument Cluster C220a



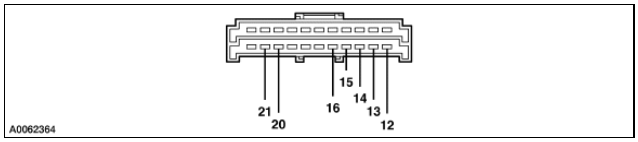
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	64S-LK29 (BU/RD) dimmable backlighting power supply to the instrument cluster	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the joint connector 3 and the instrument cluster. Greater than 10,000 ohms resistance between the joint connector 3 and ground.

Instrument Cluster C220c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	9-LE10 (BN/YE) sensor signal return	0 voltage, less than 5 ohms resistance between the instrument cluster and the dimmer switch module. Greater than 10,000 ohms resistance between the instrument cluster and ground.
16	8-LE10 (WH/BK) 5 volt reference signal	0 voltage with the headlamps in the OFF position, 5 volts with the headlamps in the PARK/ON positions.

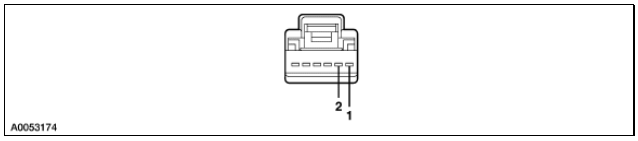
Joint Connector 3 C224



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	64S-LE10 (BU/YE) dimmable backlighting power supply to the dimmer switch	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the joint connector 3 and the dimmer switch. Greater than 10,000 ohms resistance between the joint connector 3 and ground.
13	64S-LK1 (BU/RD) dimmable backlighting power	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the joint connector 3 and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the joint connector 3 and ground.
14	64S-AL19 (BU/BK) dimmable backlighting power supply to the adjustable pedal switch	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch

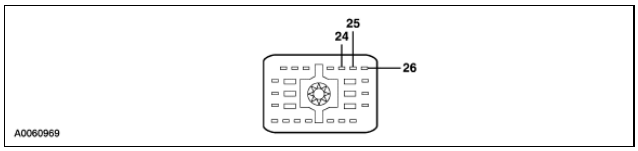
		position. Less than 5 ohms resistance between the joint connector 3 and the adjustable pedal switch. Greater than 10,000 ohms resistance between the joint connector 3 and ground.
15	64S-LK29 (BU/RD) dimmable backlighting power supply to the instrument cluster	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the joint connector 3 and the instrument cluster. Greater than 10,000 ohms resistance between the joint connector 3 and ground.
16	64-LK18 (BU/RD) dimmable backlighting power supply to the steering wheel speed control switch(es)	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the joint connector 3 and the steering wheel speed control switch(es). Greater than 10,000 ohms resistance between the joint connector 3 and ground.
20	64S-LH26 (BU/BK) dimmable backlighting power supply to the headlamp switch	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the joint connector 3 and the headlamp switch. Greater than 10,000 ohms resistance between the joint connector 3 and ground.
21	64S-GG25 (BU/OG) dimmable backlighting power supply to the message center switch	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the joint connector 3 and the message center switch. Greater than 10,000 ohms resistance between the joint connector 3 and ground.

Message Center Switch C253



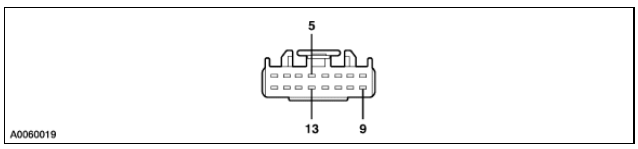
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	64S-GG25 (BU/OG) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the message center switch and the joint connector 3. Greater than 10,000 ohms resistance between the message center switch and ground.
2	31-GG25 (BK) illumination ground	0 voltage, less than 5 ohms resistance between the message center switch and ground.

Central Junction Box (CJB) C270d



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
24	64S-AD2 (BU/RD) dimmable backlighting power supply to the central junction box (CJB)	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the CJB and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the CJB and ground.
25	64S-LH2 (BU/RD) dimmable backlighting power supply to the passenger side front window control switch and door lock control switches	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the central junction box (CJB) and the front electronic module (FEM). Greater than 10,000 ohms resistance between the CJB and ground.
26	64S-LH33 (BU/BK) dimmable backlighting power supply to the passenger side rear power window control and heated seat switches	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the CJB and the FEM. Greater than 10,000 ohms resistance between the CJB and ground.

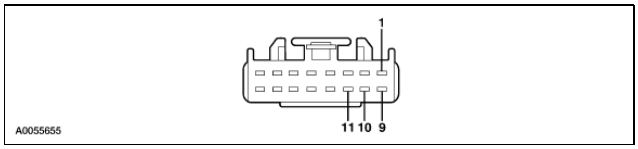
Interior Auxiliary Junction Box C283a



	Circuit Designation/Description	Normal Condition/Measurement

Pin Number(s)		
5	64S-LK9 (BU/WH) dimmable backlighting power supply to the following: cigar lighter illumination bulb, transmission selector lever illumination bulb, traction control, parking aid and electronic park brake release switches.	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the interior auxiliary junction box and the following: cigar lighter illumination bulb, transmission selector lever illumination bulb, traction control, parking aid and electronic park brake release switches.
9	64S-LH5 (BU/YE) dimmable backlighting power supply from the front electronic module (FEM).	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the interior auxiliary junction box and the FEM. Greater than 10,000 ohms resistance between the FEM and ground.
13	64S-LH4 (BU/BK) dimmable backlighting power supply from the FEM.	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the interior auxiliary junction box and the FEM. Greater than 10,000 ohms resistance between the FEM and ground.

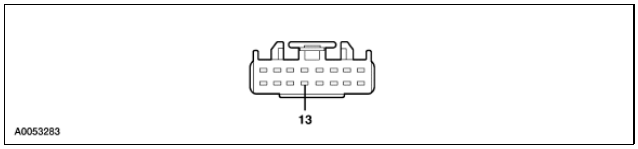
Interior Auxiliary Junction Box C283b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	64S-LH1 (BU) dimmable backlighting power supply to the following switches: mirror, memory set, driver side window, and door lock.	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the interior auxiliary junction box and the following switches: mirror, memory set, driver side window, and door lock. Greater than 10,000 ohms resistance between the interior auxiliary junction box and ground.
9	64S-LH4 (BU/BK) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the interior auxiliary junction box and the front electronic module (FEM). Greater than 10,000 ohms resistance between the interior auxiliary junction box

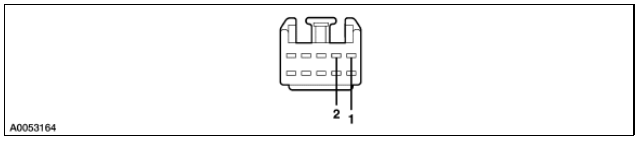
		and ground.
10	64S-LH16 (BU/WH) dimmable backlighting power supply to the driver side rear power window control and heated seat switches	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the interior auxiliary junction box and the driver side rear power window and heated seat switches. Greater than 10,000 ohms resistance between the interior auxiliary junction box and ground.
11	64S-AD2 (BU/RD) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the interior auxiliary junction box and the central junction box (CJB). Greater than 10,000 ohms resistance between the interior auxiliary junction box and ground.

Interior Auxiliary Junction Box C283d



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
13	64S-LK1 (BU/RD) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the interior auxiliary junction box and the joint connector 3. Greater than 10,000 ohms resistance between the interior auxiliary junction box and ground.

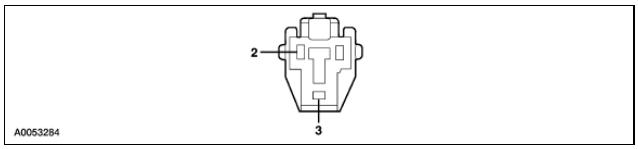
Transmission Selector Lever C307



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	64S-LK21 (BU/BK) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the transmission selector lever illumination and the interior auxiliary junction box.

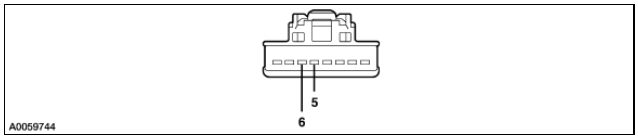
		Greater than 10,000 ohms resistance between the transmission selector lever illumination and ground.
2	31-LK21 (BK/GN) ground	0 voltage, less than 5 ohms resistance between the transmission selector lever illumination ground.

Cigar Lighter C319



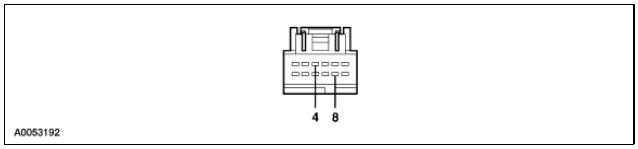
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	64S-LK11 (BU) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less the 5 ohms resistance between the cigar lighter illumination and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the cigar lighter illumination and ground.
3	31-LK11 (BK) ground	0 voltage, less than 5 ohms resistance between the cigar lighter illumination and ground.

Memory Set Switch C503



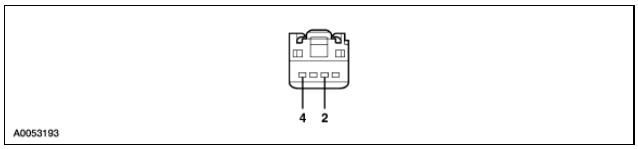
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	31-AH27 (BK) ground	0 voltage, less than 5 ohms resistance between the memory set switch and ground.
6	64S-AH27 (BU) dimmable backlighting power supply	0 voltage with headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the memory set switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the memory set switch and ground.

LF Window Control Switch C504a



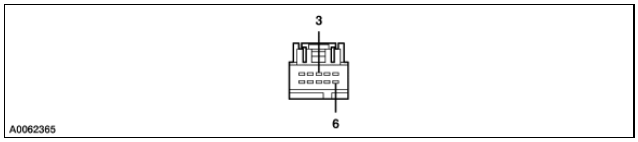
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	64S-LH14 (BU) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the LF window control switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the LF window control switch and ground.
8	31-AJ7 (BK/BU) ground	0 voltage, less than 5 ohms resistance between the LF window control switch and ground.

Door Lock Control Switch C505 (LF) or C605 (RF)



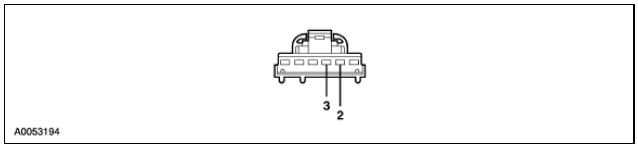
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
(C505) 2	64S-LH28 (BU) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the LF door lock control switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the LF door lock control switch and ground.
(C505) 4	31-LH28 (BK) ground	0 voltage, less than 5 ohms resistance between the LF door lock control switch and ground.
(C605) 2	64S-LH42 (BU/RD) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the RF door lock control switch and the central junction box (CJB). Greater than 10,000 ohms resistance between the RF door lock control switch and ground.
(C605) 4	31-LH42 (BK) ground	0 voltage, less than 5 ohms resistance between the RF door lock control switch and ground.

Exterior Mirror Control Switch C527



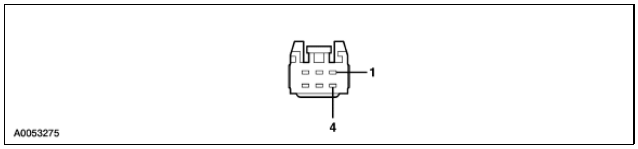
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	31-AD12 (BK/YE) illumination ground	0 voltage, less than 5 ohms resistance between the exterior mirror control switch and ground.
6	64S-LH50 (BU/YE) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the exterior mirror control switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the exterior mirror control switch and ground.

RF Window Control Switch C604



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	64S-LH31 (BU/RD) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the RF window control switch and the central junction box (CJB). Greater than 10,000 ohms resistance between the RF window control switch and ground.
3	31-LH31 (BK) ground	0 voltage, less than 5 ohms resistance between the RF window control switch and ground.

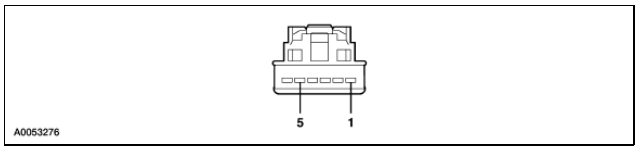
Window Control Switch C701 (LR) and C801 (RR)



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
(C701) 1	31-LH16 (BK/OG) ground	0 voltage, less than 5 ohms resistance between the LR window control switch and ground.
(C701) 4		

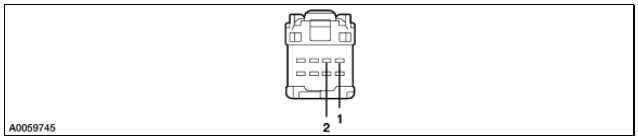
	64S-LH16A (BU/WH) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the LR window control switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the LR window control switch and ground.
(C801) 1	31-LH33 (BK/GN) ground	0 voltage, less than 5 ohms resistance between the RR window control switch and ground.
(C801) 4	64S-LH33A (BU/BK) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the RR window control switch and the central junction box (CJB). Greater than 10,000 ohms resistance between the RR window control switch and ground.

Heated Seat Switch C722 (LR) or C822 (RR)



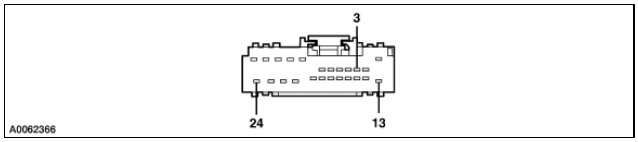
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
(C722) 1	31-HC15 (BK/YE) ground	0 voltage, less than 5 ohms resistance between the LR heated seat switch and ground.
(C722) 5	64S-LH15 (BU) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the LR heated seat switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the LR heated seat switch and ground.
(C822) 1	31-HC18 (BK/GN) ground	0 voltage, less than 5 ohms resistance between the RR heated seat switch and ground.
(C822) 5	64S-LH32 (BU/BK) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the RR heated seat switch and the central junction box (CJB). Greater than 10,000 ohms resistance between the RR heated seat switch and ground.

Adjustable Pedal Switch C2089



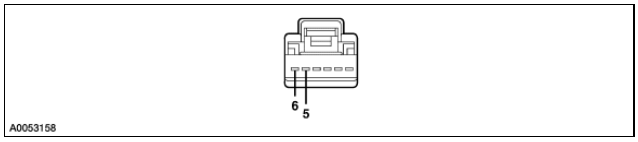
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	31-AL19 (BK/GN) ground	0 voltage, less than 5 ohms resistance between the adjustable pedal switch and ground.
2	64S-AL19 (BU/BK) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the adjustable pedal switch and the joint connector 3. Greater than 10,000 ohms resistance between the adjustable pedal switch and ground.

Vehicle Navigation Radio (VNR) (if equipped) C2253a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	64S-LK34 (BU/BK) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the VNR and the joint connector 3. Greater than 10,000 ohms resistance between the VNR and ground.
13	31-MD15B (BK/GN) ground	0 voltage, less than 5 ohms resistance between the VNR unit and ground.
24	31-MD15A (BK/GN) ground	0 voltage, less than 5 ohms resistance between the VNR unit and ground.

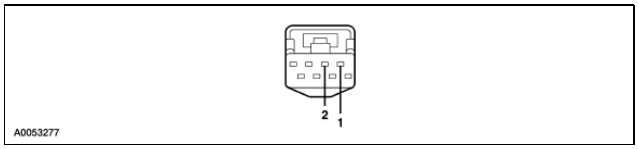
Traction Control (TC) Switch C3208



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	31-LH45 (BK/WH) ground	0 voltage, less than 5 ohms resistance between the traction control (TC) switch and ground.
6		

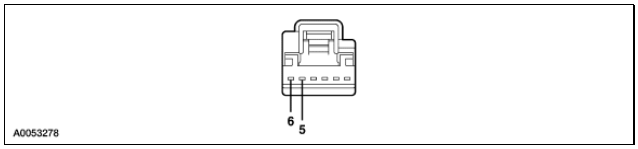
	64S-LH45 (BU/OG) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the TC switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the TC switch and ground.

Electronic Park Brake Release Switch C3218



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	64S-CG15 (BU/WH) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the electronic park brake release switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the electronic park brake release switch and ground.
2	31-CG15 (BK/OG) ground	0 voltage, less than 5 ohms resistance between the electronic park brake release switch and ground.

Parking Aid Switch C9011



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	31-LH49 (BK/GN) ground	0 voltage, less than 5 ohms resistance between the parking aid switch and ground.
6	64S-LH49 (BU/BK) dimmable backlighting power supply	0 voltage with the headlamp switch in the OFF position. Variable voltage between 0 volts and 10 volts with the headlamp switch in the PARK/ON positions, dependent on the panel dimmer switch position. Less than 5 ohms resistance between the parking aid switch and the interior auxiliary junction box. Greater than 10,000 ohms resistance between the parking aid switch and ground.

Pinpoint Test A: One or More Module-Controlled Illumination Source(s) is Inoperative

Normal Operation

The headlamp switch supplies the instrument cluster with the headlamp switch position status. For additional information on the headlamp switch operation, refer to Section 417-01 . The dimmer switch provides the instrument cluster with the dimmer control status through signal circuit 8-LE10 (WH/BK) and return circuit 9-LE10 (BN/YE). The instrument cluster sends the illumination message to the front electronic module (FEM) over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), based upon the dimmer switch position. The FEM is supplied with illumination power through circuit 29S-DK22 (OG/YE) whenever the switched system power (SSP) relay number 2 is energized. For additional information on the SSP operation, refer to Section 417-01 . When the headlamp switch is in the PARK, HEADLAMP, or AUTOLAMP ON position, the instrument cluster sends the FEM an illumination message and the FEM, in turn, provides pulse width modulation (PWM) power to the interior auxiliary junction box through circuit 64S-LH5 (BU/YE). The interior auxiliary junction box separates the PWM power and supplies it to sub-illumination sources through circuits 64S-LH4 (BU/BK), 64S-LH1 (BU), 64S-LK9 (BU/WH), 64S-LH16 (BU/WH), and the central junction box (CJB) through circuit 64S-AD2 (BU/RD). The CJB separates the PWM power and also supplies it to sub-illumination sources through circuits 64S-LH2 (BU/RD) and 64S-LH33 (BU/BK). The sub-illumination sources then provide the PWM power to the individual illuminating sources.

Possible Causes

- circuit 64-LK18 (BU/RD) open
- circuit 64S-AD2 (BU/RD) open
- circuit 64S-AH27 (BU) open
- circuit 64S-AL19 (BU/BK) open
- circuit 64S-CG15 (BU/WH) open
- circuit 64S-GG25 (BU/OG) open
- circuit 64S-LH1 (BU) open
- circuit 64S-LH2 (BU/RD) open
- circuit 64S-LH3 (BU/WH) open
- circuit 64S-LH4 (BU/BK) open
- circuit 64S-LE10 (BU/YE) open
- circuit 64S-LH14 (BU) open
- circuit 64S-LH15 (BU) open
- circuit 64S-LH16 (BU/WH) open
- circuit 64S-LH16A (BU/WH) open
- circuit 64S-LH26 (BU/BK) open
- circuit 64S-LH28 (BU) open
- circuit 64S-LH31 (BU/RD) open
- circuit 64S-LH32 (BU/BK) open
- circuit 64S-LH33A (BU/BK) open
- circuit 64S-LH33 (BU/BK) open
- circuit 64S-LH34 (BU/BK) open
- circuit 64S-LH42 (BU/RD) open
- circuit 64S-LH45 (BU/OG) open
- circuit 64S-LH49 (BU/BK) open
- circuit 64S-LH50 (BU/YE) open
- circuit 64S-LK1 (BU/RD) open
- circuit 64S-LK9 (BU/WH) open
- circuit 64S-LK11 (BU) open
- circuit 64S-LK21 (BU/BK) open
- circuit 64S-LK34 (BU/BK) open
- circuit 31-AH27 (BK) open
- circuit 31-AJ7 (BK/BU) open
- circuit 31-AL19 (BK/GN) open
- circuit 31-HC15 (BK/YE) open

- circuit 31-HC18 (BK/GN) open
- circuit 31-LH16 (BK/OG) open
- circuit 31-LH26 (BK) open
- circuit 31-LH28 (BK) open
- circuit 31-LH31 (BK) open
- circuit 31-LH33 (BK/GN) open
- circuit 31-LH42 (BK) open
- circuit 31-LH45 (BK/WH) open
- circuit 31-LH49 (BK/GN) open
- circuit 31-LK11 (BK) open
- circuit 31-LK21 (BK/GN) open
- circuit 31-MD15A (BK/GN) open
- circuit 31-MD15B (BK/GN) open
- circuit 31S-PG1 (BK/BU) open
- circuit 31-AD12 (BK/YE) open
- circuit 31-CG15 (BK/OG) open
- circuit 31-GG25 (BK) open
- circuit 31-AL10 (BK/GN) open
- circuit 10-LE10 (GY/BK) open
- CJB
- interior auxiliary junction box
- joint connector 3
- illumination source component

PINPOINT TEST A: ONE OR MORE MODULE-CONTROLLED ILLUMINATION SOURCE(S) IS INOPERATIVE

Test Step	Result / Action to Take
A1 CHECK IF ONE OR MORE MODULE-CONTROLLED ILLUMINATION SOURCE(S) IS INOPERATIVE	
• Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • **Is only one illumination component inoperative?**	**Yes** If the DM100i or the CDX6 audio unit is inoperative, INSTALL a new audio unit, REFER to Section 415-00 . All other individual sources inoperative, GO to A2 . **No** If the LR window control switch and the LR heated seat switch illumination controls are inoperative, GO to A4 . If the LF window control switch, the memory set switch, the LF door lock control switch, and the exterior mirror control switch illumination controls are inoperative, GO to A6 , If the RF window control switch

	and the RF door lock control switch illumination controls are inoperative, GO to A8 If the RR window control switch and the RR heated seat switch illumination controls are inoperative, GO to A10 . If the steering wheel controls, the instrument panel dimmer switch, the headlamp switch, the message center switch, the instrument cluster, the adjustable pedal switch, the cigar lighter, the transmission selector lever, the traction control switch, the electronic park brake release switch, and the parking aid switch illumination controls are all inoperative, GO to A14 .
A2 CHECK THE POWER CIRCUIT TO THE ILLUMINATION SOURCE IN QUESTION	
• Turn the headlamps off. • Disconnect the inoperative illumination source connector. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the circuit in question (using the following chart) and ground.	**Yes** GO to A3 . **No** REPAIR the circuit in question. TEST the system for normal operation.

Connector and Pin	Circuit
Headlamp Switch C205-2	circuit 64S-LH26 (BU/BK)
Instrument Panel Dimmer Switch C206-3	circuit 64S-LE10 (BU/YE)
Clockspring C218b-1	circuit 64-LK18 (BU/RD)
Message Center C253-1	circuit 64S-GG25 (BU/OG)
Transmission Selector Lever Illumination C307-1	circuit 64S-LK21 (BU/BK)
Cigar Lighter Illumination C319-2	circuit 64S-LK11 (BU)
Memory Set Switch C503-6	circuit 64S-AH27 (BU)
LF Window Control Switch C504a-4	circuit 64S-LH14 (BU)
	circuit 64S-LH28 (BU)

LF Door Lock Control Switch C505-2	
Exterior Mirror Control Switch C527-6	circuit 64S-LH50 (BU/YE)
RF Window Control Switch C604-2	circuit 64S-LH31 (BU/RD)
RF Door Lock Control Switch C605-2	circuit 64S-LH42 (BU/RD)
LR Window Control Switch C701-4	circuit 64S-LH16A (BU/WH)
LR Heated Seat Switch C722-5	circuit 64S-LH15 (BU)
RR Window Control Switch C801-4	circuit 64S-LH33A (BU/BK)
RR Heated Seat Switch C822-5	circuit 64S-LH32 (BU/BK)
Adjustable Pedal Switch C2089-2	circuit 64S-AL19 (BU/BK)
Vehicle Navigation Radio (VNR) C2253a-3	circuit 64S-LK34 (BU/BK)
Traction Control Switch C3208-6	circuit 64S-LH45 (BU/OG)
Electronic Park Brake Release Switch C3218-1	circuit 64S-CG15 (BU/WH)
Parking Aid Switch C9011-6	circuit 64S-LH49 (BU/BK)

- **Is the voltage greater than 10 volts?**

A3 CHECK THE GROUND CIRCUIT TO THE ILLUMINATION SOURCE IN QUESTION

- Key in OFF position.
- Turn the headlamps off.
- Measure the resistance between the circuit in question (using the following chart) and ground.

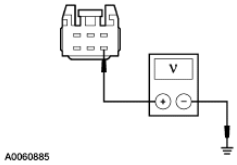
Connector and Pin	Circuit
Headlamp Switch C205-1	circuit 31-LH26 (BK)
Instrument Panel Dimmer Switch C206-5	circuit 10-LE10 (GY/BK)
Clockspring C218b-3	circuit 31S-PG1 (BK/BU)
Message Center C253-2	circuit 31-GG25 (BK)
Transmission Selector Lever Illumination C307-2	circuit 31-LK21 (BK/GN)
Cigar Lighter Illumination C319-3	circuit 31-LK11 (BK)

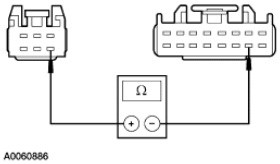
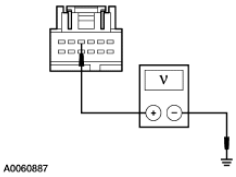
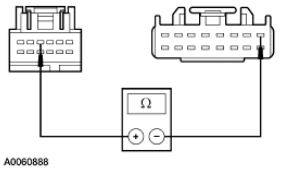
Yes
INSTALL a new component in question.

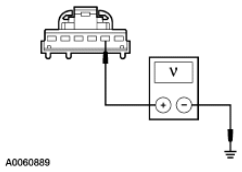
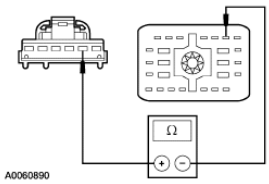
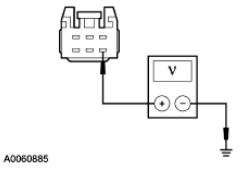
No
REPAIR the circuit in question. TEST the system for normal operation.

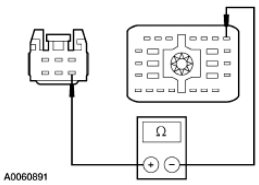
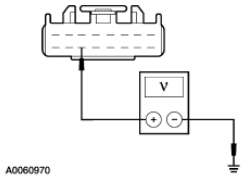
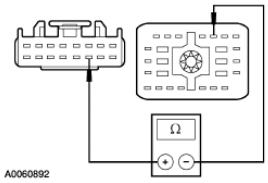
Memory Set Switch C503-5	circuit 31-AH27 (BK)
LF Window Control Switch C504a-8	circuit 31-AJ7 (BK/BU)
LF Door Lock Control Switch C505-4	circuit 31-LH28 (BK)
Exterior Mirror Control Switch C527-3	circuit 31-AD12 (BK/YE)
RF Window Control Switch C604-3	circuit 31-LH31 (BK)
RF Door Lock Control Switch C605-4	circuit 31-LH42 (BK)
LR Window Control Switch C701-1	circuit 31-LH16 (BK/OG)
LR Heated Seat Switch C722-1	circuit 31-HC15 (BK/YE)
RR Window Control Switch C801-1	circuit 31-LH33 (BK/GN)
RR Heated Seat Switch C822-1	circuit 31-HC18 (BK/GN)
Adjustable Pedal Switch C2089-1	circuit 31-AL19 (BK/GN)
Vehicle Navigation Radio (VNR) C2253a-13, C2253a-24	circuits 31-MD15B (BK/GN), 31-MD15A (BK/GN)
Traction Control Switch C3208-5	circuit 31-LH45 (BK/WH)
Electronic Park Brake Release Switch C3218-2	circuit 31-CG15 (BK/OG)
Parking Aid Switch C9011-5	circuit 31-LH49 (BK/GN)

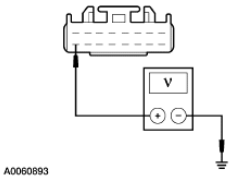
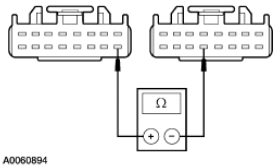
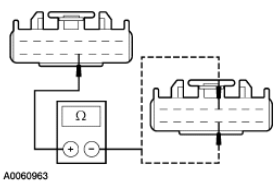
- **Is the resistance less than 5 ohms?**

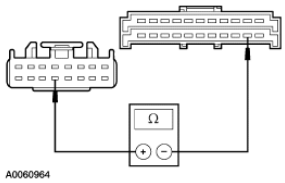
A4 CHECK CIRCUIT 64S-LH16A (BU/WH) FOR POWER	
• Disconnect: LR Window Control Switch C701. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the LR window control switch C701-4, circuit 64S-LH16A (BU/WH), harness side and ground.  A0060885 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR ground circuit 31-LH16 (BK/OG). TEST the system for normal operation. **No** GO to A5

A5 CHECK CIRCUIT 64S-LH16 (BU/WH) FOR AN OPEN	
• Turn the headlamps off. • Disconnect: Interior Auxiliary Junction Box C283b. • Measure the resistance between the LR window control switch C701-4, circuit 64S-LH16A (BU/WH), harness side and interior auxiliary junction box C283b-10, circuit 64S-LH16 (BU/WH), harness side.  A0060886 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR or INSTALL and new interior auxiliary junction box. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
A6 CHECK CIRCUIT 64S-LH14 (BU) FOR POWER	
• Disconnect: LF Window Control Switch C504a. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the LF window control switch C504a-4, circuit 64S-LH14 (BU), harness side and ground.  A0060887 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR ground circuit 31-LH1 (BK/YE). TEST the system for normal operation. **No** GO to A7 .
A7 CHECK CIRCUIT 64S-LH1 (BU) FOR AN OPEN	
• Turn the headlamps off. • Disconnect: Interior Auxiliary Junction Box C283b. • Measure the resistance between the LF window control switch C504a-4, circuit 64S-LH14 (BU), harness side and the interior auxiliary junction box C283b-1, circuit 64S-LH1 (BU), harness side.  A0060888 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR or INSTALL a new interior auxiliary junction box. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
A8 CHECK CIRCUIT 64S-LH31 (BU/RD) FOR POWER	

• Disconnect: RF Window Control Switch C604. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the RF window control switch C604-2, circuit 64S-LH31 (BU/RD), harness side and ground.  A0060889 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR ground circuit 31-LH2 (BK/BU). TEST the system for normal operation. **No** GO to A9 .
A9 CHECK CIRCUIT 64S-LH2 (BU/RD) FOR AN OPEN	
• Turn the headlamps off. • Disconnect: Central Junction Box (CJB) C270d. • Measure the resistance between the RF window control switch C604-2, circuit 64S-LH31 (BU/RD), harness side and the CJB C270d-25, circuit 64S-LH2 (BU/RD), harness side.  A0060890 • **Is the resistance less than 5 ohms?**	**Yes** GO to A12 . **No** REPAIR the circuit. TEST the system for normal operation.
A10 CHECK CIRCUIT 64S-LH33A (BU/BK) FOR POWER	
• Disconnect: RR Window Control Switch C801. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the RR window control switch C801-4, circuit 64S-LH33A (BU/BK), harness side and ground.  A0060885 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR ground circuit 31-LH33 (BK/GN). TEST the system for normal operation. **No** GO to A11 .
A11 CHECK CIRCUIT 64S-LH33 (BU/BK) FOR AN OPEN	

• Turn the headlamps off. • Disconnect: Central Junction Box (CJB) C270d. • Measure the resistance between the RR window control switch C801-4, circuit 64S-LH33A (BU/BK), harness side and the CJB C270d-26, circuit 64S-LH33 (BU/BK), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to A12 . **No** REPAIR the circuit. TEST the system for normal operation.
A12 CHECK CIRCUIT 64S-AD2 (BU/RD) FOR POWER	
• Connect: CJB 270d. • Disconnect: Interior Auxiliary Junction Box (CJB) C283b. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the interior auxiliary junction box C283b-11, circuit 64S-AD2 (BU/RD), component side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to A13 **No** REPAIR or INSTALL a new interior auxiliary junction box.
A13 CHECK CIRCUIT 64S-AD2 (BU/RD) FOR AN OPEN	
• Turn the headlamps off. • Disconnect: CJB C270d. • Measure the resistance between the interior auxiliary junction box C283b-11, circuit 64S-AD2 (BU/RD), harness side and the central junction box (CJB) C270d-24, circuit 64S-AD2 (BU/RD), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR or INSTALL a new CJB. **No** REPAIR the circuit. TEST the system for normal operation.
A14 CHECK INTERIOR AUXILIARY JUNCTION BOX ILLUMINATION	

• Disconnect: Interior Auxiliary Junction Box C283b. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the interior auxiliary junction box C283b-9, circuit 64S-LH4 (BU/BK), component side and ground.  A0060893 • **Is the voltage greater than 10 volts?**	**Yes** GO to A15 **No** REPAIR or INSTALL a new interior auxiliary junction box. TEST the system for normal operation.
A15 CHECK CIRCUIT 64S-LH4 (BU/BK) FOR AN OPEN	
• Turn the headlamps off. • Disconnect: Interior Auxiliary Junction Box C283a. • Measure the resistance between the central junction box (CJB) C283b-9, circuit 64S-LH4 (BU/BK), harness side and the CJB C283a-13, circuit 64S-LH4 (BU/BK), harness side.  A0060894 • **Is the resistance less than 5 ohms?**	**Yes** GO to A16 . **No** REPAIR the circuit. TEST the system for normal operation.
A16 CHECK THE INTERIOR AUXILIARY JUNCTION BOX FOR AN OPEN	
• Disconnect: Interior Auxiliary Junction Box C283d. • Measure the resistance between the interior auxiliary junction box C283a-13, circuit 64S-LH4 (BU/BK), component side, and the interior auxiliary junction box C283d-13, circuit 64S-LK1 (BU/RD), component side; and between the interior auxiliary junction box C283a-13, circuit 64S-LH4 (BU/BK), component side and the interior auxiliary junction box C283a-5, circuit 64S-LK9 (BU/WH), component side.  A0060963 • **Are the resistances less than 5 ohms?**	**Yes** If the adjustable pedal switch, instrument cluster, message center, headlamp switch, instrument panel dimmer switch, steering wheel controls and vehicle navigation radio VNR (if equipped) illumination controls are inoperative, GO to A17 . If the cigar lighter, the transmission selector lever, the traction control switch, the electronic park brake release switch and the parking aid switch illumination controls are inoperative, REPAIR circuit 64S-LK9 (BU/WH). If the cigar lighter, the transmission selector lever and the traction control switch illumination controls

	are inoperative, REPAIR circuits 31-LK11 (BK), 31-LK21 (BK/GN) and 31-DA1 (BK/YE). TEST the system for normal operation. **No** REPAIR or INSTALL a new interior auxiliary junction box. TEST the system for normal operation.
A17 CHECK CIRCUIT 64S-LK1 (BU/RD) FOR OPEN	
• Disconnect: Joint Connector 3 C224. • Measure the resistance between the interior auxiliary junction box C283d-13, circuit 64S-LK1 (BU/RD), harness side, and the joint connector 3 C224-13, circuit 64S-LK1 (BU/RD), harness side.  A0060964 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR or INSTALL a new joint connector 3. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test B: The Control Illumination Is Inoperative

Normal Operation

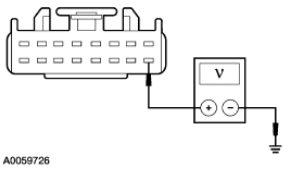
The headlamp switch supplies the instrument cluster with the headlamp switch position status. For additional information on the headlamp switch operation, refer to Section 417-01 . The dimmer switch provides the instrument cluster with the dimmer control status through signal circuit 8-LE10 (WH/BK) and return circuit 9-LE10 (BN/YE). The instrument cluster sends the illumination message to the front electronic module (FEM) over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), based upon the dimmer switch position. The FEM is supplied with illumination power through circuit 29S-DK22 whenever the switched system power (SSP) is energized. For additional information on the SSP operation, refer to Section 417-01 . When the headlamp switch is in the PARK, HEADLAMP, or AUTOLAMP ON position, the instrument cluster sends the FEM an illumination message and the FEM, in turn, provides pulse width modulation (PWM) power to the interior auxiliary junction box through circuit 64S-LH5 (BU/YE). The interior auxiliary junction box separates the PWM power and supplies it to sub-illumination sources through circuits 64S-LH4 (BU/BK), 64S-LH1 (BU), 64S-LK9 (BU/WH), 64S-LH16 (BU/WH), 64S-LH1 (BU), and the central junction box (CJB) through circuit 64S-AD2 (BU/RD). The CJB separates the PWM power and also supplies it to the sub-illumination sources through circuits 64S-LH2 (BU/RD) and 64S-LH33 (BU/BK). The sub-illumination sources then provide the PWM power to the individual illuminating sources.

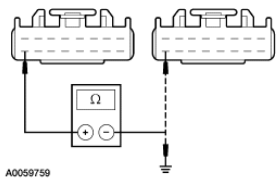
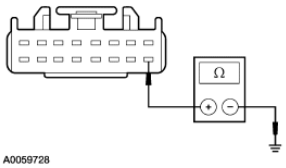
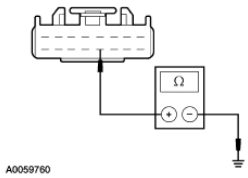
Possible Causes

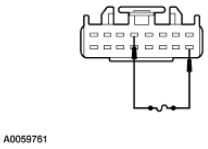
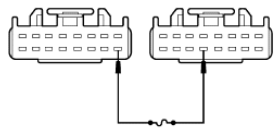
- circuit 29S-DK22 (OG/YE) open or short to ground
- circuit 64S-AD2 (BU/RD) short to ground
- circuit 64S-AH27 (BU) short to ground
- circuit 64S-AL19 (BU/BK) short to ground
- circuit 64S-CG15 (BU/WH) short to ground

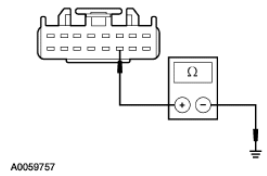
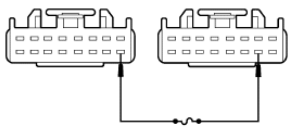
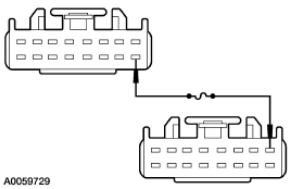
- circuit 64S-GG25 (BU/OG) short to ground
- circuit 64S-LE10 (BU/YE) short to ground
- circuit 64S-LH1 (BU) short to ground
- circuit 64S-LH2 (BU/RD) short to ground
- circuit 64S-LH3 (BU/WH) short to ground
- circuit 64S-LH4 (BU/BK) short to ground
- circuit 64S-LH5 (BU/YE) open or short to ground
- circuit 64S-LH14 (BU) short to ground
- circuit 64S-LH15 (BU) short to ground
- circuit 64S-LH16 (BU/WH) short to ground
- circuit 64S-LH16A (BU/WH) short to ground
- circuit 64S-LH26 (BU/BK) short to ground
- circuit 64S-LH28 (BU) short to ground
- circuit 64S-LH31 (BU/RD) short to ground
- circuit 64S-LH32 (BU/BK) short to ground
- circuit 64S-LH33A (BU/BK) short to ground
- circuit 64S-LH33 (BU/BK) short to ground
- circuit 64S-LH42 (BU/RD) short to ground
- circuit 64S-LH45 (BU/OG) short to ground
- circuit 64S-LH49 (BU/BK) short to ground
- circuit 64S-LH50 (BU/YE) short to ground
- circuit 64-LK18 (BU/RD) short to ground
- circuit 64S-LK1 (BU/RD) short to ground
- circuit 64S-LK9 (BU/WH) short to ground
- circuit 64S-LK11 (BU) short to ground
- circuit 64S-LK21 (BU/BK) short to ground
- circuit 64S-LK29 (BU/RD) short to ground
- circuit 64S-LK34 (BU/BK) short to ground
- CJB
- interior auxiliary junction box
- instrument cluster
- FEM

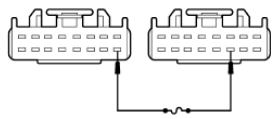
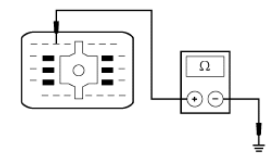
PINPOINT TEST B: THE CONTROL ILLUMINATION IS INOPERATIVE

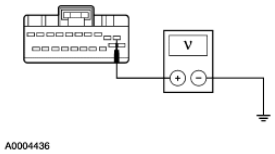
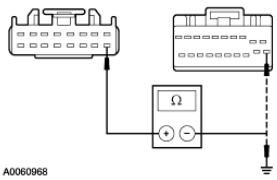
Test Step	Result / Action to Take
B1 CHECK CIRCUIT 64S-LH5 (BU/YE) FOR POWER	
• Disconnect: Interior Auxiliary Junction Box C283a. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), harness side and ground.  A0059726	**Yes** GO to B2 . **No** GO to B12 .

• **Is the voltage greater than 10 volts?**	
B2 CHECK THE INTERIOR AUXILIARY JUNCTION BOX FOR OPEN OR SHORT TO GROUND	
• Turn the headlamps off. • Disconnect: Interior Auxiliary Junction Box C283b. • Disconnect: Interior Auxiliary Junction Box C283d. • Measure the resistance between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), component side and the interior auxiliary junction box C283b-9, circuit 64S-LH4 (BU/BK), component side; and between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), component side and ground.  A0059759 • **Is the resistance less than 5 ohms between the interior auxiliary junction box pins; and greater than 10,000 ohms between the interior auxiliary junction box and ground?**	**Yes** GO to B3 . **No** REPAIR or INSTALL a new interior auxiliary junction box. TEST the system for normal operation.
B3 CHECK CIRCUIT 64S-LH4 (BU/BK) FOR SHORT TO GROUND	
• Measure the resistance between the interior auxiliary junction box C283b-9, circuit 64S-LH4 (BU/BK), harness side and ground.  A0059728 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B4 . **No** REPAIR the circuit. TEST the system for normal operation.
B4 CHECK THE INTERIOR AUXILIARY JUNCTION BOX FOR SHORT TO GROUND	
• Measure the resistance between the interior auxiliary junction box C283a-13, circuit 64S-LH4 (BU/BK), component side and ground.  A0059760 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B5 . **No** REPAIR or INSTALL a new interior auxiliary junction box. TEST the system for normal operation.

B5 CHECK CIRCUIT 64S-LK9 (BU/WH) FOR SHORT TO GROUND	
• Connect a fused (5A) jumper wire between the interior auxiliary junction box C283a-9, circuit 64S-LH4 (BU/BK), harness side and interior auxiliary junction box C283a-5, circuit 64S-LK9 (BU/WH), harness side.  A0059761 • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Monitor the cigar lighter, transmission selector lever, traction control (TC) switch, electronic park brake release switch and parking aid switch. • **Does the cigar lighter, transmission selector lever, TC switch, electronic park brake release switch and parking aid switch illuminate?**	**Yes** GO to B6 . **No** REPAIR the followings circuit(s): 64S-LK11 (BU), 64S-LK21 (BU/BK), 64S-LH3 (BU/WH), 64S-LH45 (BU/OG), 64S-CG15 (BU/WH), 64S-LH49 (BU/BK), or 64S-LK9 (BU/WH) for short to ground. TEST the system for normal operation.
B6 CHECK THE ILLUMINATION POWER SUPPLY FOR A SHORT TO GROUND	
• Turn the headlamps off. • Connect a fused (5A) jumper wire between the interior auxiliary junction box C283a-9, circuit 64S-LH4 (BU/BK), harness side and interior auxiliary junction box C283d-13, circuit 64S-LK1 (BU/RD), harness side.  A0059758 • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Monitor the adjustable pedal switch, vehicle navigation radio (VNR), instrument cluster, message center, headlamp switch, instrument panel dimmer switch and the steering wheel controls. • **Does the adjustable pedal switch, vehicle navigation radio (VNR), instrument cluster, message center, headlamp switch, instrument panel dimmer switch and the steering wheel controls illuminate?**	**Yes** GO to B7 . **No** REPAIR the following circuit(s): 64S-LK1 (BU/RD), 64S-AL19 (BU/BK), 64S-LK34 (BU/BK), 64S-LK29 (BU/RD), 64S-GG25 (BU/OG), 64S-LH26 (BU/BK), 64S-LE10 (BU/YE), or 64-LK18 (BU/RD) for short to ground. TEST the system for normal operation.
B7 CHECK CIRCUIT 64S-AD2 (BU/RD) FOR SHORT TO GROUND	

• Turn the headlamps off. • Disconnect: Central Junction Box (CJB) C270d. • Measure the resistance between the interior auxiliary junction box C283b-11, circuit 64S-AD2 (BU/RD), harness side and ground.  A0059757 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to B8 . **No** REPAIR the circuit. TEST the system for normal operation.
B8 CHECK THE LR HEATED SEAT SWITCH AND LR WINDOW CONTROL SWITCH ILLUMINATION	
• Connect: CJB 270d. • Connect a fused (5A) jumper wire between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), harness side and the interior auxiliary junction box C283b-10, circuit 64S-LH16 (BU/WH), harness side.  A0059730 • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Monitor the LR heated seat switch and LR window control switch illumination. • **Does the LR heated seat switch and the LR window control switch illumination operate?**	**Yes** GO to B9 . **No** REPAIR the following circuit(s): 64S-LH16 (BU/WH), 64S-LH16A (BU/WH) or 64S-LH15 (BU) for short to ground. TEST the system for normal operation.
B9 CHECK THE LF SWITCH ILLUMINATION	
• Turn the headlamps off. • Connect a fused (5A) jumper wire between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), harness side and the interior auxiliary junction box C283b-1, circuit 64S-LH1 (BU), harness side.  A0059729 • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position.	**Yes** GO to B10 . **No** REPAIR the following circuit(s): 64S-LH1 (BU), 64S-LH14 (BU), 64S-AH27 (BU), 64S-LH28 (BU), or 64S-LH50 (BU/YE) for short to ground. TEST the system for normal operation.

• Monitor the LF door window control switch, LF door lock control switch, memory set switch and exterior mirror control switch illumination. • **Does the LF door window control switch, LF door lock control switch, memory set switch and exterior mirror control switch illumination operate?**	
B10 CHECK THE RF HEATED SEAT AND RF WINDOW CONTROL SWITCH ILLUMINATION	
• Turn the headlamps off. • Reconnect: central junction box (CJB) C270d. • Disconnect: RF Door C611. • Connect a fused (5A) jumper wire between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), harness side and the interior auxiliary junction box C283b-11, circuit 64S-AD2 (BU/RD), harness side.  A0060966 • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Monitor the RR heated seat and RR window control switch illumination. • **Does the RR heated seat and RR window control switch illumination operate?**	**Yes** REPAIR the following circuit(s): 64S-LH2 (BU/RD), 64S-LH31 (BU/RD), or 64S-LH42 (BU/RD) for a short to ground. TEST the system for normal operation. **No** GO to B11 .
B11 CHECK THE CENTRAL JUNCTION BOX (CJB) FOR SHORT TO GROUND	
• Turn the headlamps off. • Disconnect: CJB C270d. • Measure the resistance between the CJB C270d-24, circuit 64S-AD2 (BU/RD), component side and ground.  A0060967 • **Is the resistance greater than 10,000 ohms?**	**Yes** REPAIR the following circuit(s): 64S-LH33 (BU/BK), 64S-LH33A (BU/BK), 64S-LH32 (BU/BK) for short to ground. TEST the system for normal operation. **No** REPAIR or INSTALL a new CJB. TEST the system for normal operation.
B12 CHECK CIRCUIT 29S-DK22 (OG/YE) FOR POWER	
• Turn the headlamps off. • Disconnect: Front Electronic Module (FEM) C201f. • Measure the voltage between the FEM C201f-1, circuit 29S-DK22 (OG/YE), harness side and ground.	**Yes** GO to B13 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0004436 • **Is the voltage greater than 10 volts?**	
B13 CHECK CIRCUIT 64S-LH5 (BU/YE) FOR OPEN OR SHORT TO GROUND	
• Measure the resistance between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), harness side and the FEM C201f-11, circuit 64S-LH5 (BU/YE), harness side; and between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), harness side and ground.  A0060968 • **Is the resistance less than 5 ohms between the interior auxiliary junction box and the FEM; and greater than 10,000 ohms between the interior auxiliary junction box and ground?**	**Yes** GO to B14 . **No** REPAIR the circuit. TEST the system for normal operation.
B14 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation. If the control illumination is still inoperative, GO to B15 .
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

B15 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded

	connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test C: The Control Illumination Is Always On

Normal Operation

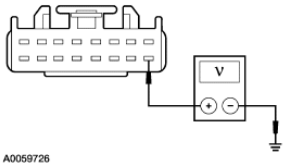
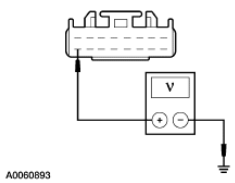
The headlamp switch supplies the instrument cluster with the headlamp switch position status. For additional information on the headlamp switch operation, refer to Section 417-01 . The dimmer switch provides the instrument cluster with the dimmer control status through signal circuit 8-LE10 (WH/BK) and return circuit 9-LE10 (BN/YE). The instrument cluster sends the illumination message to the front electronic module (FEM) over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), based upon the dimmer switch position. The FEM is supplied with illumination power through circuit 29S-DK22 whenever the switched system power (SSP) is energized. For additional information on the SSP operation, refer to Section 417-01 . When the headlamp switch is in the PARK, HEADLAMP, or AUTOLAMP ON position, the instrument cluster sends the FEM an illumination message and the FEM, in turn, provides a pulse width modulation (PWM) power to the interior auxiliary junction box through circuit 64S-LH5 (BU/YE). The interior auxiliary junction box separates the PWM power and supplies it to sub-illumination sources through circuits 64S-LH4 (BU/BK), 64S-LH1 (BU), 64S-LK9 (BU/WH), 64S-LH16 (BU/WH), 64S-LH1 (BU), and the central junction box (CJB) through circuit 64S-AD2 (BU/RD). The CJB separates the PWM power and also supplies it to the sub-illumination sources through circuits 64S-LH2 (BU/RD) and 64S-LH33 (BU/BK). The sub-illumination sources then provide the PWM power to the individual illuminating sources. If the dimmer switch signal and return circuits or the dimmer switch are open, the instrument cluster will default the FEM to maximum intensity.

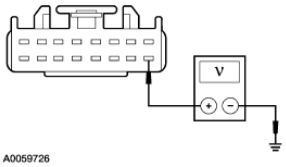
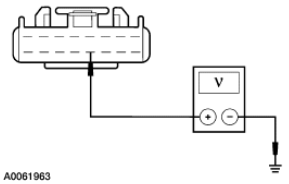
Possible Causes

- circuit 64-LK18 (BU/RD) short to power
- circuit 64S-AD2 (BU/RD) short to power
- circuit 64S-AH27 (BU) short to power
- circuit 64S-AL19 (BU/BK) short to power
- circuit 64S-CG15 (BU/WH) short to power
- circuit 64S-GG25 (BU/OG) short to power
- circuit 64S-LE10 (BU/YE) short to power
- circuit 64S-LH1 (BU) short to power
- circuit 64S-LH2 (BU/RD) short to power
- circuit 64S-LH3 (BU/WH) short to power
- circuit 64S-LH4 (BU/BK) short to power
- circuit 64S-LH5 (BU/YE) short to power
- circuit 64S-LH14 (BU) short to power
- circuit 64S-LH15 (BU) short to power
- circuit 64S-LH16 (BU/WH) short to power
- circuit 64S-LH16A (BU/WH) short to power
- circuit 64S-LH26 (BU/BK) short to power
- circuit 64S-LH28 (BU) short to power
- circuit 64S-LH31 (BU/RD) short to power
- circuit 64S-LH32 (BU/BK) short to power
- circuit 64S-LH33A (BU/BK) short to power
- circuit 64S-LH33 (BU/BK) short to power
- circuit 64S-LH42 (BU/RD) short to power
- circuit 64S-LH45 (BU/OG) short to power
- circuit 64S-LH49 (BU/BK) short to power
- circuit 64S-LH50 (BU/YE) short to power
- circuit 64S-LK1 (BU/RD) short to power
- circuit 64S-LK9 (BU/WH) short to power

- circuit 64S-LK11 (BU) short to power
- circuit 64S-LK21 (BU/BK) short to power
- circuit 64S-LK29 (BU/RD) short to power
- circuit 64S-LK34 (BU/BK) short to power
- CJB
- interior auxiliary junction box
- joint connector 3
- FEM

PINPOINT TEST C: THE CONTROL ILLUMINATION IS ALWAYS ON

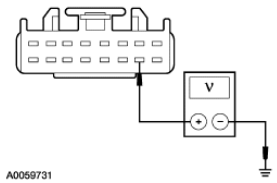
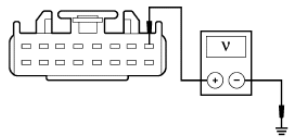
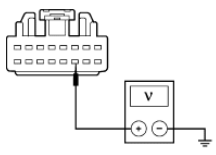
Test Step	Result / Action to Take
C1 CHECK THE OPERATION OF THE FEM	
• Disconnect: Front Electronic Module (FEM) C201f. • **Does the illumination go out?**	**Yes** GO to C12 . **No** GO to C2 .
C2 CHECK CIRCUIT 64S-LH5 (BU/YE) FOR SHORT TO POWER	
• Disconnect: Interior Auxiliary Junction Box C283a. • Measure the voltage between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), harness side and ground.  A0059726 • **Is any voltage indicated?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to C3 .
C3 CHECK THE INTERIOR AUXILIARY JUNCTION BOX FOR SHORT TO POWER	
• Disconnect: Interior Auxiliary Junction Box C283b. • Disconnect: Interior Auxiliary Junction Box C283d. • Measure the voltage between the interior auxiliary junction box C283a-9, circuit 64S-LH5 (BU/YE), component side and ground.  A0060893 • **Is any voltage indicated?**	**Yes** REPAIR or INSTALL a new interior auxiliary junction box. TEST the system for normal operation. **No** If the instrument cluster and instrument panel switches remain illuminated, GO to C4 . If the door and window switches remain illuminated, GO to C7 .

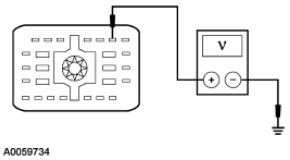
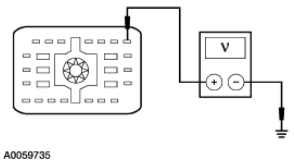
C4 CHECK THE SUPPLY CIRCUIT 64S-LH4 (BU/BK) FOR SHORT TO POWER	
• Measure the voltage between the interior auxiliary junction box C283b-9, circuit 64S-LH4 (BU/BK), harness side and ground.  A0059726 • **Is any voltage indicated?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to C5 .
C5 CHECK ILLUMINATION SUPPLY CIRCUIT FOR SHORT TO POWER	
• Measure the voltage between the interior auxiliary junction box C283a-13, circuit 64S-LH4 (BU/BK), component side and ground.  A0061963 • **Is any voltage indicated?**	**Yes** REPAIR or INSTALL a new interior auxiliary junction box. TEST the system for normal operation. **No** GO to C6 .
C6 CHECK THE SUPPLY CIRCUITS FOR SHORT TO POWER	
• Disconnect: Joint Connector 3 C224. • Measure the voltage between the joint connector 3 C224, harness side and ground as follows:	**Yes** REPAIR the circuit(s) in question for short to power. TEST the system for normal operation. **No** REPAIR or INSTALL a new joint connector 3.

Joint Connector 3	Circuit	Component
C224-16	64-LK18 (BU/RD)	Steering wheel switch
C224-12	64S-LE10 (BU/YE)	Instrument panel dimmer switch
C224-20	64S-LH26 (BU/BK)	Headlamp switch
C224-21	64S-GG25 (BU/OG)	Message center switch
C224-15	64SLK29 (BU/RD)	Instrument cluster
C224-3		

	64S-LK34 (BU/BK)	Vehicle navigation radio (VNR)
C224-14	64S-AL19 (BU/BK)	Adjustable pedal switch
C224-13	64S-LK1 (BU/RD)	Illumination supply

- **Is any voltage indicated?**

C7 CHECK CIRCUIT 64S-LH16 (BU/WH) FOR SHORT TO POWER	
• Measure the voltage between the interior auxiliary junction box C283b-10, circuit 64S-LH16 (BU/WH), harness side and ground.  A0059731 • **Is any voltage indicated?**	**Yes** REPAIR the following circuit(s): 64S-LH16 (BU/WH), 64S-LH16A (BU/WH) or 64S-LH15 (BU) for short to power. TEST the system for normal operation. **No** GO to C8 .
C8 CHECK CIRCUIT 64S-LH1 (BU) FOR SHORT TO POWER	
• Measure the voltage between the interior auxiliary junction box C283b-1, circuit 64S-LH1 (BU), harness side and ground.  A0059733 • **Is any voltage indicated?**	**Yes** REPAIR the following circuit(s): 64S-LH1 (BU), 64S-LH14 (BU), 64S-AH27 (BU), 64S-LH28 (BU), or 64S-LH50 (BU/YE) for short to power. TEST the system for normal operation. **No** GO to C9 .
C9 CHECK CIRCUIT 64S-AD2 (BU/RD) FOR SHORT TO POWER	
• Disconnect: Central Junction Box (CJB) C270d. • Measure the voltage between the interior auxiliary junction box C283b-11, circuit 64S-AD2 (BU/RD), harness side and ground.  A0005092 • **Is any voltage indicated?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to C10 .

C10 CHECK CIRCUIT 64S-AD2 (BU/RD) FOR SHORT TO POWER	
• Measure the voltage between the CJB C270d-25, circuit 64S-LH2 (BU/RD), harness side and ground.  • **Is any voltage indicated?**	**Yes** REPAIR the following circuit(s): 64S-LH2 (BU/RD), 64S-LH31 (BU/BK), or 64S-LH42 (BU/RD) for short to power. TEST the system for normal operation. **No** GO to C11 .
C11 CHECK CIRCUIT 64S-LH33 (BU/BK) FOR SHORT TO POWER	
• Measure the voltage between the CJB C270d-26, circuit 64S-LH33 (BU/BK), harness side and ground.  • **Is any voltage indicated?**	**Yes** REPAIR the following circuit(s): 64S-LH33 (BU/BK), 64S-LH33A (BU/BK), or 64S-LH32 (BU/BK) for short to power. TEST the system for normal operation. **No** REPAIR or INSTALL a new CJB. TEST the system for normal operation.
C12 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test D: The Instrument Cluster Illumination Is Inoperative

Normal Operation

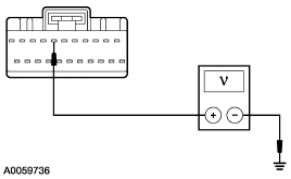
The headlamp switch supplies the instrument cluster with the headlamp switch position status. For additional information on the headlamp switch operation, refer to Section 417-01 . The dimmer switch provides the instrument cluster with the dimmer control status through signal circuit 8-LE10 (WH/BK) and return circuit 9-LE10 (BN/YE). The instrument cluster sends the illumination message to the front electronic module (FEM) over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), based upon the dimmer switch position. The FEM is supplied with illumination power through circuit 29S-DK22 whenever the switched system power (SSP) is energized. For additional information on the SSP operation, refer to Section 417-01 . When the headlamp switch is in the PARK, HEADLAMP, or AUTOLAMP ON position, the instrument cluster sends the FEM an illumination message and the FEM, in turn, provides a pulse width modulation (PWM) power to the interior auxiliary junction box through circuit 64S-LH5 (BU/YE). The interior auxiliary junction box separates the PWM power and supplies it to joint connector 3 through circuit 64S-LH1 (BU) and from joint connector 3 to the instrument cluster

through circuit 64S-LK29 (BU/RD. The instrument cluster is grounded by circuit 31-A11 (BK).

Possible Causes

- instrument cluster
- circuit 31-A11 (BK) open
- circuit 64S-LK29 (BU/RD) open or shorted

PINPOINT TEST D: THE INSTRUMENT CLUSTER ILLUMINATION IS INOPERATIVE

Test Step	Result / Action to Take
⚠ CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.	
D1 CHECK THE ILLUMINATION FEED CIRCUIT FOR VOLTAGE	
• Disconnect: Instrument Cluster C220a. • Key in ON position. • Turn the headlamps on. • Place the dimmer switch in the maximum brightness position. • Measure the voltage between the instrument cluster C220a-7, circuit 64S-LK29 (BU/RD), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to D2 . **No** REPAIR the circuit. TEST the system for normal operation.
D2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTC's. REPEAT the self-test.

Pinpoint Test E: The Instrument Panel Illumination Does Not Dim

Normal Operation

The headlamp switch supplies the instrument cluster with the headlamp switch position status. For additional information on the headlamp switch operation, refer to Section 417-01 . The dimmer switch provides the

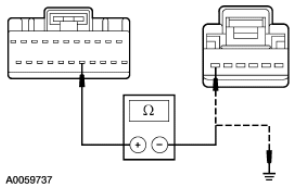
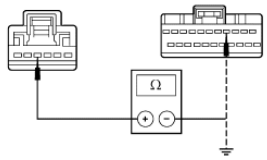
instrument cluster with the dimmer control status through signal circuit 8-LE10 (WH/BK) and return circuit 9-LE10 (BN/YE). The instrument cluster sends the illumination message to the front electronic module (FEM) over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), based upon the dimmer switch position. The FEM is supplied with illumination power through circuit 29S-DK22 whenever the switched system power (SSP) is energized. For additional information on the SSP operation, refer to Section 417-01 . When the headlamp switch is in the PARK, HEADLAMP, or AUTOLAMP ON position, the instrument cluster sends the FEM an illumination message and the FEM, in turn, provides pulse width modulation (PWM) power to the interior auxiliary junction box through circuit 64S-LH5 (BU/YE). The interior auxiliary junction box separates the PWM power and supplies it to sub-illumination sources through circuits 64S-LH4 (BU/BK), 64S-LH1 (BU), 64S-LK9 (BU/WH), 64S-LH16 (BU/WH), 64S-LH1 (BU), and the central junction box (CJB) through circuit 64S-AD2 (BU/RD). The CJB separates the PWM power and also supplies it to sub-illumination sources through circuits 64S-LH2 (BU/RD) and 64S-LH33 (BU/BK). The sub-illumination sources then provide the PWM power to the individual illuminating sources.

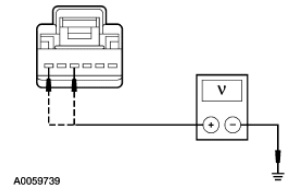
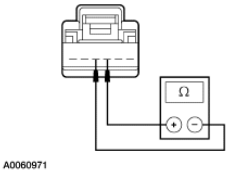
Possible Causes

- circuit 8-LE10 (WH/BK) open, short to power or ground
- circuit 9-LE10 (BN/YE) open, short to power or ground
- instrument panel dimmer switch
- dimmer module

PINPOINT TEST E: THE INSTRUMENT PANEL ILLUMINATION DOES NOT DIM

Test Step	Result / Action to Take
E1 RETRIEVE DTCS FROM THE INSTRUMENT CLUSTER	
• Use the recorded results from the instrument cluster self-test. • **Are any DTCs retrieved?**	**Yes** If DTC B1246, GO to E3 . If DTC B1342, GO to E6 . **No** GO to E2 .
E2 CHECK THE INSTRUMENT PANEL DIMMER SWITCH MONITOR THE INSTRUMENT CLUSTER PID	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster PID • Turn the headlamps on. • Select and monitor the instrument cluster PID DSWSTAT while rotating the instrument panel dimmer switch from the lowest position to the highest position. • **Does the PID value agree with the instrument panel dimmer switch position?**	**Yes** GO to E7 . **No** GO to E3 .
E3 CHECK CIRCUIT 8-LE10 (WH/BK) FOR AN OPEN OR A SHORT TO GROUND	

• Key in OFF position. • Turn the headlamps off. • Disconnect: Instrument Panel Dimmer Switch C206. • Disconnect: Instrument Cluster C220c. • Measure the resistance between the instrument cluster C220c-16, circuit 8-LE10 (WH/BK), harness side and the instrument panel dimmer switch C206-6, circuit 8-LE10 (WH/BK), harness side and; and between the instrument cluster C220c-16, circuit 8-LE10 (WH/BK), harness side and ground.  A0059737 • **Is the resistance less than 5 ohms between the instrument cluster and the instrument panel dimmer switch; and greater than 10,000 ohms between the instrument cluster and ground?**	**Yes** GO to E4 . **No** REPAIR the circuit. TEST the system for normal operation.
E4 CHECK CIRCUIT 9-LE10 (BN/YE) FOR AN OPEN OR SHORT TO GROUND	
• Measure the resistance between the instrument panel dimmer switch C206-4, circuit 9-LE10 (BN/YE), harness side and the instrument cluster C220c-4, circuit 9-LE10 (BN/YE), harness side; and between the instrument panel dimmer switch C206-4, circuit 9-LE10 (BN/YE), harness side and ground.  A0040362 • **Is the resistance less than 5 ohms between the instrument panel dimmer switch and instrument cluster; and greater than 10,000 ohms between the instrument panel dimmer switch and ground?**	**Yes** GO to E5 . **No** REPAIR the circuit. TEST the system for normal operation.
E5 CHECK CIRCUITS 8-LE10 (WH/BK) AND 9-LE10 (BN/YE) FOR A SHORT TO POWER	
• Key in ON position. • Measure the voltage between the instrument panel dimmer switch C206-6, circuit 8-LE10 (WH/BK), harness side and ground; and between the instrument panel dimmer switch C206-4, circuit 9-LE10 (BN/YE), harness side and ground.	**Yes** REPAIR the circuit(s) in question. TEST the system for normal operation. **No** GO to E6 .

 • **Is any voltage indicated?**	
E6 CHECK THE INSTRUMENT PANEL DIMMER SWITCH	
• Key in OFF position. • Measure the resistance between the instrument panel dimmer switch C206-4, circuit 9-LE10 (BN/YE), component side and the instrument panel dimmer switch C206-6, circuit 8-LE10 (WH/BK), component side.  • Rotate the instrument panel dimmer switch from the minimum brightness level to the maximum brightness level. • **Does the resistance begin at approximately 1k ohm at the minimum brightness level and move to approximately 10,000k ohms at the maximum brightness level?**	**Yes** GO to E8 . **No** INSTALL a new instrument panel dimmer switch. REFER to Instrument Cluster and Panel Illumination in this section. TEST the system for normal operation.
E7 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

E8 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been

	caused by a loose or corroded connector. CLEAR the DTC's. REPEAT the self-test.

Instrument Cluster Printable View (405 KB)

Refer to Wiring Diagrams Cell 60 , Instrument Cluster for schematic and connector information.

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052, or equivalent diagnostic tool with the appropriate adaptor cable
ST1137-A	73III Automotive Meter 105-R0057 or equivalent

Parameter Reset and Key Programming

NOTE: The instrument cluster parameters must be reset upon installation of a new instrument cluster.

NOTE: Both passive anti-theft system (PATS) keys are needed to carry out this procedure.

To reset the instrument cluster parameters and program the keys, complete the following procedure:

1. Connect the diagnostic tool.
2. Select the instrument cluster.
3. Select ENTER SECURITY ACCESS. Wait 10 minutes for security access to be granted.
4. Select PARAMETER RESET.
5. Disconnect the diagnostic tool.
6. Place the first PATS key in the OFF position.
7. Place the key in the ON position.
8. Remove the key.
9. Place the second PATS key in the ON position.
10. Place the key in the OFF position (the programming sequence is complete).

NOTE: If the vehicle fails to start following completion of the parameter reset and key programming sequence, clear the keep alive memory (KAM) by disconnecting the battery for five minutes. For additional information about the battery disconnect procedure, refer to Section 414-00 .

Inspection and Verification

NOTE: Upon installation, the instrument cluster, REM or FEM must be reconfigured. Refer to Section 418-00 .

NOTE: For any concerns with the restraint control module (RCM), refer to Section 501-20B .

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Washer fluid level • Fuel tank • Engine coolant level • Accessory drive belt • Engine oil level • Brake fluid level	• Central junction box (CJB) fuse(s): ♦ 4 (5A) ♦ 5 (10A) ♦ 7 (5A) ♦ 13 (5A) ♦ 17 (5A) ♦ 20 (10A) • Battery junction box (BJB) fuse(s): ♦ 15 (40A) ♦ 22 (20A) ♦ 25 (40A) • Circuitry • Connectors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+ or SCP- circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for the instrument cluster, Go To Pinpoint Test F .
   - No response/not equipped for the electronic parking brake module, Section 206-00 .
   - No response/not equipped for the FEM, REFER to Section 418-00 .

- No response/not equipped for the REM, REFER to Section 418-00 .
- No response/not equipped for the RCM, REFER to Section 501-20B .
- No response/not equipped for the PCM, REFER to Section 418-00 .
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self-test diagnostics for the instrument cluster.

7. If the DTCs retrieved are related to the concern, go to the Instrument Cluster Diagnostic Trouble Code (DTC) Index, Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index, Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index, Restraint Control Module (RCM) Diagnostic Trouble Code (DTC) Index, or the Powertrain Control Module (PCM) Diagnostic Trouble Code (DTC) Index to continue diagnostics. For the electronic brake control module DTCs, refer to Section 206-00 . For all other DTCs, refer to Section 418-00 .

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Instrument Cluster Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1202	Fuel Sender Circuit Open	Instrument Cluster	Go To Pinpoint Test G .
B1204	Fuel Sender Circuit Short to Ground	Instrument Cluster	Go To Pinpoint Test G .
B1205	EIC Switch-1 Assembly Circuit Failure	Instrument Cluster	INSTALL a new instrument cluster; REFER to Instrument Cluster in this section. TEST the system for normal operation.
B1209	EIC Switch-2 Assembly Circuit Failure	Instrument Cluster	INSTALL a new instrument cluster; REFER to Instrument Cluster in this section. TEST the system for normal operation.
B1317	Battery Voltage High	Instrument Cluster	Go To Pinpoint Test P .
B1318	Battery Voltage Low	Instrument Cluster	Go To Pinpoint Test P .
B1342	ECU Is Defective	Instrument Cluster	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster self-test. INSTALL a new instrument cluster if DTC B1342 is retrieved again. REFER to Instrument Cluster in this section.
B1567	Lamp Headlamp High-Beam Circuit Failure	Instrument Cluster	Go To Pinpoint Test R .
B2143	NVM Memory Failure	Instrument Cluster	Go To Pinpoint Test AE .
B2627	Fuel Sender Circuit Open #2	Instrument Cluster	Go To Pinpoint Test G .
B2628	Fuel Sender Circuit Short to Ground #2	Instrument Cluster	Go To Pinpoint Test G .
B2879	Fuel Tank Jet Pump Fault	Instrument Cluster	Go To Pinpoint Test G .
U1041	SCP (J1850) Invalid or Missing Data for Vehicle	ABS/TC/IVD	CARRY OUT the ABS/TC/IVD self-test.

	Speed		
U1073	SCP (J1850) Invalid or Missing Data for Engine Coolant Fluid Temperature	PCM	CARRY OUT the PCM self-test.
U1123	SCP (J1850) Invalid or Missing Data for Odometer Rolling Count	ABS/TC/IVD	CARRY OUT the ABS/TC/IVD self-test.

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1479	Wiper Washer Fluid Level Sensor Circuit Failure	FEM	Go To Pinpoint Test S .
C1284	Engine Oil Pressure Switch Failure	FEM	Go To Pinpoint Test O .

Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1201	Fuel Sender Circuit Failure	REM	Go To Pinpoint Test G .

For a complete list of instrument cluster, FEM, and REM DTCs, refer to Section 418-00 .

Restraint Control Module (RCM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1869	Lamp Air Bag Warning Indicator Circuit Open	RCM	Go To Pinpoint Test AB .
B1870	Lamp Air Bag Warning Indicator Circuit Short to Battery	RCM	Go To Pinpoint Test AB .

For a complete list of RCM DTCs, refer to Section 501-20B .

Powertrain Control Module (PCM) Diagnostic Trouble Code (DTC) Index

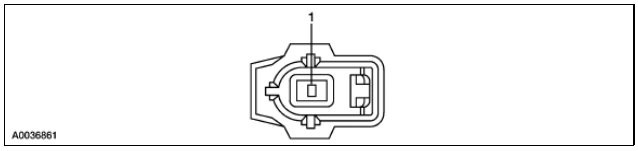
DTC	Description	Source	Action
P0457	Fuel Fill Cap Off	PCM	Go To Pinpoint Test AC .

For a complete list of PCM DTCs, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Symptom Chart

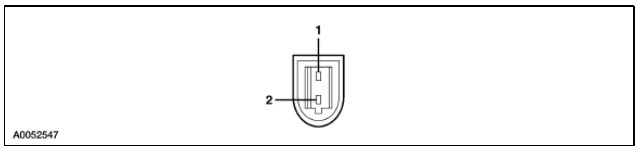
Symptom Chart
Connector Circuit Reference

Engine Oil Pressure Switch C103



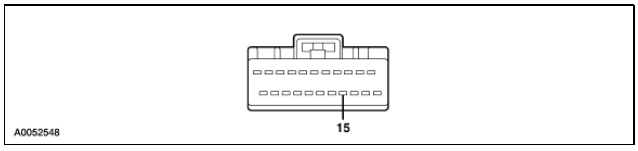
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 8-GC21 (WH/GN) oil pressure signal circuit	0 voltage, less than 5 ohms resistance between the front electronic module (FEM) and the engine oil pressure switch. Greater than 10,000 ohms resistance between the instrument cluster and ground.

Low Washer Fluid Switch C138



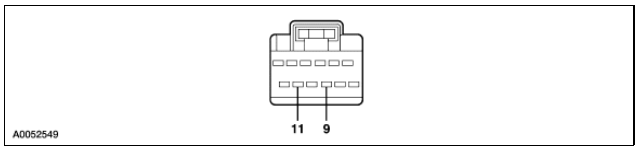
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 31-GC8 (BK/OG) low washer fluid switch ground	0 voltage, less than 5 ohms resistance between the low washer fluid switch and ground.
2	Circuit 8-GC8 (WH/BU) low washer fluid signal circuit	0 voltage, less than 5 ohms resistance between the low washer fluid switch and the front electronic module (FEM). Greater than 10,000 ohms resistance between the low washer fluid switch and ground.

Front Electronic Module (FEM) C201b



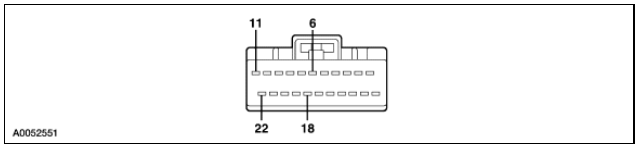
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
15	Circuit 8-GC8 (WH/BU) low washer fluid signal circuit	0 voltage, less than 5 ohms resistance between the FEM and the low washer fluid switch. Greater than 10,000 ohms resistance between the FEM and ground.

Front Electronic Module (FEM) C201c



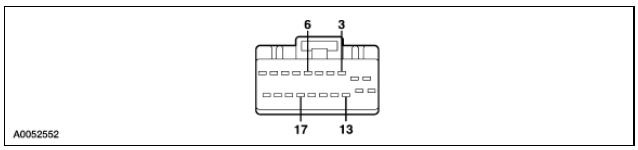
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
9	Circuit 8-GC21 (WH/GN) oil pressure signal circuit	0 voltage, less than 5 ohms resistance between the FEM and the engine oil pressure switch. Greater than 10,000 ohms resistance between the FEM and ground.
11	Circuit 8-GC7 (WH/RD) brake fluid level signal circuit	0 voltage, less than 5 ohms resistance between the FEM and the brake fluid level switch. Greater than 10,000 ohms resistance between the FEM and ground.

Instrument Cluster C220a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
6	Circuit 31-AL11 (BK) cluster ground	0 voltage, 5 ohms resistance or less between the instrument cluster and ground.
11	Circuit 15-JA14 (GN/BK) B+ power feed, hot in the START/RUN position	Greater than 10 volts in the START/RUN position. Less than 5 ohms resistance between the instrument cluster and the ignition switch and greater than 10,000 ohms resistance between the instrument cluster and ground.
18	Circuit 8-GE52 (WH/BK) safety belt warning indicator control circuit	0 voltage, 5 ohms resistance or less between the instrument cluster and the restraint control module (RCM). Greater than 10,000 ohms resistance between the instrument cluster and ground.
22	Circuit 31S-JA14 (BK/GN) air bag warning indicator control circuit	0 voltage, 5 ohms resistance or less between the instrument cluster and the RCM. Greater than 10,000 ohms resistance between the instrument cluster and ground.

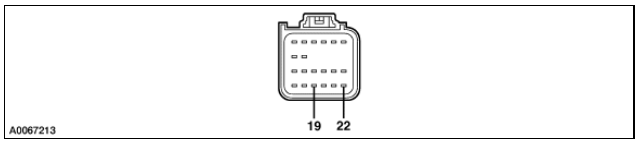
Instrument Cluster C220b



	Circuit Designation/Description	Normal Condition/Measurement

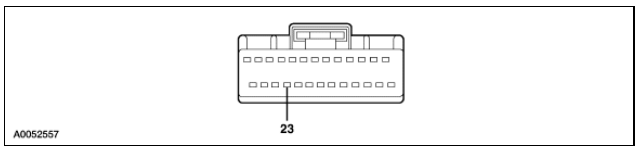
Pin Number(s)		
3	Circuit 29-GG11 (OG/BU) B+ keep alive memory power	Greater than 10 volts at all times. Less than 5 ohms resistance between the instrument cluster and the and battery junction box (BJB) and greater than 10,000 ohms resistance between the instrument cluster and ground.
6	Circuit 15-GG14 (GN/RD) B+ power feed, hot in the START/RUN position	Greater than 10 volts with the key in the START/RUN position. Less than 5 ohms resistance between the instrument cluster and the ignition switch and greater than 10,000 ohms resistance between the instrument cluster and ground.
13	Circuit 91-GG11 (BK/BU) instrument cluster logic ground.	0 voltage, 5 ohms resistance or less between the instrument cluster and ground.
17	Circuit 75-GG15 (YE/GN) B+ power feed, hot in the RUN/ACC position	Greater than 10 volts with the key in the RUN/ACC position. Less than 5 ohms resistance between the instrument cluster and the ignition switch and greater than 10,000 ohms resistance between the instrument cluster and ground.

Restraint Control Module (RCM) C310a



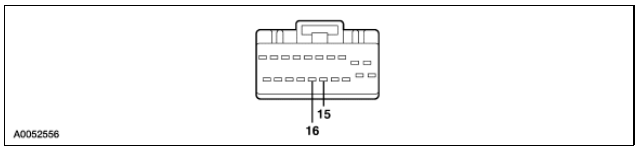
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
19	Circuit 31S-JA14 (BK/GN) air bag warning indicator control circuit	0 voltage, 5 ohms resistance or less between the instrument cluster and the RCM. Greater than 10,000 ohms resistance between the instrument cluster and ground.
22	Circuit 8-GE52 (WH/BK) safety belt warning indicator control circuit	0 voltage, 5 ohms resistance or less between the instrument cluster and the restraint control module (RCM). Greater than 10,000 resistance ohms between the instrument cluster and ground.

Rear Electronic Module C420c



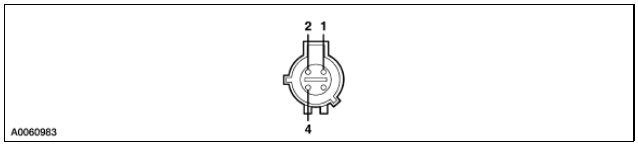
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
23	Circuit 9-GA1 (BN) fuel level signal return	0 voltage, 5 ohms resistance or less between the REM and the fuel delivery module and jet pump module. Greater than 10,000 ohms resistance between the REM and ground.

Rear Electronic Module (REM) C420d



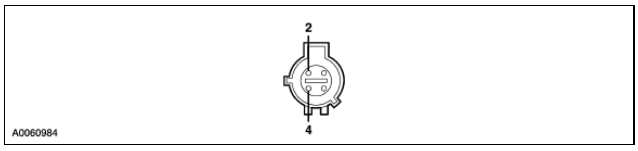
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
15	Circuit 8-GA7 (WH/RD) fuel level variable input signal from the fuel delivery module	0 voltage, less than 5 ohms resistance between the REM and the fuel delivery module. Greater than 10,000 ohms resistance between the REM and ground.
16	Circuit 8-GA25 (WH/BU) fuel level variable input signal from the jet pump module	0 voltage, less than 5 ohms resistance between the REM and the jet pump module. Greater than 10,000 ohms resistance between the REM and ground.

Fuel Delivery Module C433



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 15S-RG2A (BK/RD) fuel pump return circuit	0 voltage, less than 5 ohms resistance between the fuel delivery module and the REM. Greater than 10,000 ohms resistance between the fuel delivery module and ground.
2	Circuit 8-GA7 (WH/RD) fuel level variable input signal from the fuel delivery module	0 voltage, less than 5 ohms resistance between the fuel delivery module and the REM. Greater than 10,000 ohms resistance between the fuel delivery module and ground.
4	Circuit 9-GA7 (BN/RD) fuel level signal return	0 voltage, 5 ohms resistance or less between the fuel delivery module and the REM. Greater than 10,000 ohms resistance between the fuel delivery module and ground.

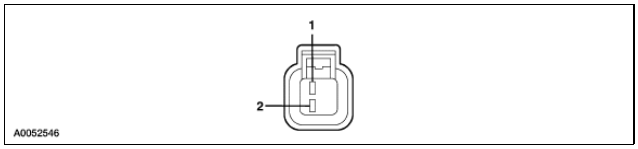
Jet Pump Module C434



	Circuit Designation/Description	Normal Condition/Measurement

Pin Number(s)		
2	Circuit 8-GA25 (WH/BU) fuel level variable input signal from the jet pump module	0 voltage, less than 5 ohms resistance between the jet pump module and the REM. Greater than 10,000 ohms resistance between the jet pump module and ground.
4	Circuit 9-GA25 (BN/BU) fuel level signal return	0 voltage, 5 ohms resistance or less between the jet pump module and the REM. Greater than 10,000 ohms resistance between the jet pump module and ground.

Brake Fluid Level Switch C1395



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 8-GC7 (WH/RD) brake fluid level signal circuit	0 voltage, less than 5 ohms resistance between the brake fluid level switch and the front electronic module (FEM). Greater than 10,000 ohms resistance between the brake fluid level switch and ground.
2	Circuit 31-GC7 (BK/BU) brake fluid level ground	0 voltage, less than 5 ohms resistance between the brake fluid level switch and ground.

Pinpoint Test F: No Communication With The Instrument Cluster Module

Normal Operation

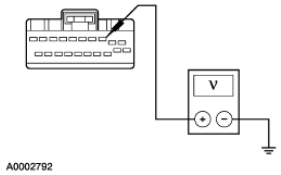
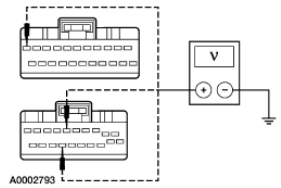
The instrument cluster communicates interactively with other electronic modules using the standard corporate protocol (SCP) communication network. Communication is accomplished through the use of an unshielded, twisted pair cable data bus line, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). For additional information on module communication, refer to Section 418-00 . With the key in the START/RUN position, the instrument cluster receives power from the central junction box (CJB) fuse(s) 4 (5A), circuit 15-GG14 (GN/RD) and 17 (5A), circuit 15-JA14 (GN/BK), while in the RUN/ACC position, power is received from the CJB fuse 13 (5A), circuit 75-GG15 (YE/GN). With the key in the OFF position, the instrument cluster receives its keep-alive power from CJB fuse 20 (10A), circuit 29-GG11 (OG/BU). The instrument cluster grounding is accomplished through circuit 91-GG11 (BK/BU).

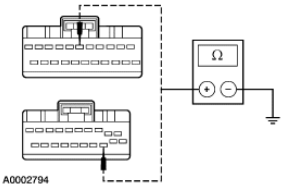
Possible Causes

- CJB fuse(s): 4 (5A), 13 (5A), 17 (5A) and 20 (10A)
- battery junction box (BJB) fuse 25 (40A)
- circuit 4-EG8 (GY/VT) open, short to power or ground
- circuit 5-EG8 (BU/WH) open, short to power or ground
- circuit 15-GG14 (GN/RD) open or short to ground
- circuit 15-JA14 (GN/BK) open or short to ground
- circuit 29-GG11 (OG/BU) open or short to ground
- circuit 31-AL11 (BK) open
- circuit 75-GG15 (YE/GN) open or short to ground

- circuit 91-GG11 (BK/BU) open
- instrument cluster

PINPOINT TEST F: NO COMMUNICATION WITH THE INSTRUMENT CLUSTER MODULE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.**	
F1 CHECK HOT AT ALL TIMES POWER SUPPLY CIRCUIT	
• Key in OFF position. • Disconnect: Instrument Cluster C220b. • Measure the voltage between the instrument cluster C220b-3, circuit 29-GG11 (OG/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to F2 . **No** REPAIR the circuit. TEST the system for normal operation.
F2 CHECK HOT IN RUN POWER SUPPLY CIRCUITS	
• Disconnect: Instrument Cluster C220a. • Key in ON position. • Measure the voltage between the instrument cluster and ground as follows: **Connector Pin / Circuit** C220a-11 — 15-JA14 (GN/BK) C220b-6 — 15-GG14 (GN/RD) C220b-17 — 75-GG15 (YE/GN)  • **Are the voltages greater than 10 volts?**	**Yes** GO to F3 . **No** REPAIR the circuit in question. TEST the system for normal operation.
F3 CHECK THE GROUND CIRCUITS 91-GG11 (BK/BU) AND 31-AL11 (BK) FOR OPEN	

• Key in OFF position. • Measure the resistance between the instrument cluster C220b-13, circuit 91-GG11 (BK/BU), harness side and ground; and between the instrument cluster C220a-6, circuit 31-AL11 (BK), harness side and ground.  • **Are the resistances less than 5 ohms?**	**Yes** REFER to Section 418-00 to continue module communication diagnosis. **No** REPAIR the circuit in question. TEST the system for normal operation.

Pinpoint Test G: Incorrect Fuel Gauge Indication

Normal Operation

Fuel level status is sent to the rear electronic module (REM) from the fuel delivery module through circuit 8-GA7 (WH/RD) and the jet pump module through circuit 9-GA24 (BN/BU). The REM sends the fuel level data to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). The instrument cluster provides a signal return (ground) through circuit 9-GA1 (BN), which is spliced to the fuel delivery module return, circuit 9-GA7 (BN/RD) and the jet pump module return, circuit 9-GA7 (BN/RD). Normal operating range of the fuel delivery module sender is from 16 ± 2 ohms at empty (E) to 155 ± 4 ohms at full (F). Normal operating range of the jet pump module is from 19 ± 2 ohms at empty (E) to 160 ± 2 ohms at full (F). Instrument cluster DTC B1202 will set if 8-GA7 (WH/GN) is open or shorted to battery. Instrument cluster DTC B1204 will set if circuit 8-GA7 (WH/GN) is shorted to ground. Instrument cluster DTC B2627 will set if circuit 8-GA25 (WH/BU) is open. Instrument cluster DTC B2628 will set if circuit 8-GA25 (WH/BU) is shorted to ground. REM DTC B1201 will be logged if either the fuel pump delivery or jet pump module are out of range or if the data reading is invalid. If the jet pump module is open, the fuel gauge will default to the fuel pump delivery module value only and the fuel gauge will indicate E to 1/2 tank (depending on the fuel level on the fuel pump delivery module side of the tank). If the fuel delivery module is open, the fuel gauge will default to the empty position. Instrument cluster DTC B2879 will set if the fuel level measured by the jet pump module is greater than the fuel level measured by the fuel delivery module.

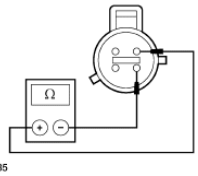
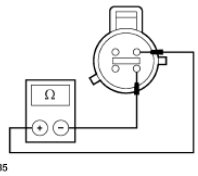
Possible Causes

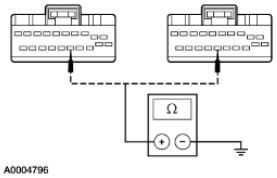
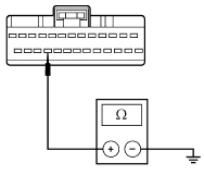
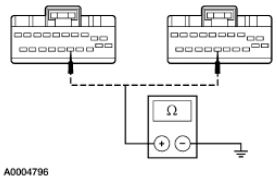
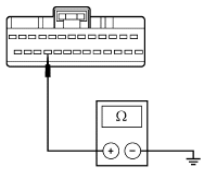
- circuit 8-GA7 (WH/RD) open, short to ground or power
- circuit 8-GA25 (WH/BU) open, short to ground or power
- circuit 9-GA1 (BN) open, short to ground or power
- circuit 9-GA7 (BN/RD) open
- circuit 9-GA25 (BN/BU) open
- fuel delivery module
- jet pump module
- REM
- instrument cluster

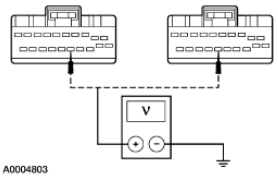
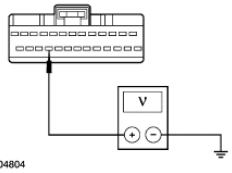
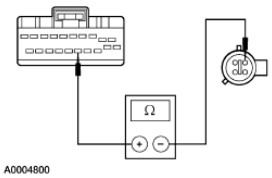
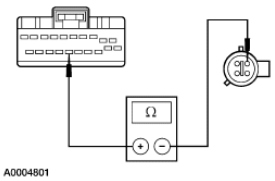
PINPOINT TEST G: INCORRECT FUEL GAUGE INDICATION

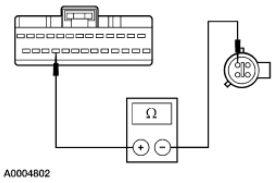
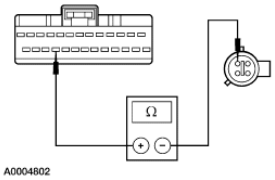
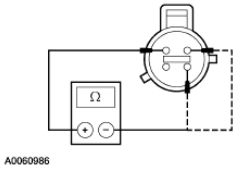
Test Step	Result / Action to Take
⚠ **CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the**	

correct probe adaptor(s) may damage the connector.	
G1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS REAR ELECTRONIC MODULE (REM) AND INSTRUMENT CLUSTER	
NOTE: The fuel gauge does not change indication unless there has been at least eleven liters (three gallons) of fuel added or removed between one ignition switch cycle (ON, OFF and ON). • Use the recorded instrument cluster and rear electronic module (REM) DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** If instrument cluster DTC B1202, B1204, B2627 or B2628 or if REM DTC B1201 is retrieved, GO to G7 . If instrument cluster DTC B2879 is retrieved, GO to G3 . For all other instrument cluster and REM DTCs, REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index or the REM Diagnostic Trouble Code (DTC) Index. **No** GO to G2 .
G2 CARRY OUT THE INSTRUMENT CLUSTER FUEL GAUGE ACTIVE COMMAND	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster FUEL GAUGE CONTROL active command. • Trigger FUELLEVEL active command. Toggle and monitor the fuel gauge while adjusting the FUELLEVEL active command to read 50% and 100%. • **Did the fuel gauge needle start at empty (E), move to half at 50%, and full (F) at 100%?**	**Yes** GO to G3 . **No** GO to G13 .
G3 CHECK THE FUEL DELIVERY MODULE RESISTANCE READING	
NOTE: The fuel delivery module sender resistance varies from 16 ± 2 ohms when empty (E) to 155 ± 4 ohms when full (F). • Key in OFF position. • Disconnect: Fuel Delivery Module C433. • Measure the resistance between the fuel delivery module C433-2, circuit 8-GA7 (WH/RD), component side and the fuel delivery module C433-4, circuit 9-GA7 (BN/RD), component side.	**Yes** GO to G4 . **No** GO to G5 .

 A0060985 • **Is the resistance within specifications?**	
G4 CHECK THE JET PUMP MODULE RESISTANCE READING	
NOTE: The jet pump module sender resistance varies from 19 ± 2 ohms when empty (E) to 160 ± 4 ohms when full (F). • Key in OFF position. • Disconnect: Jet Pump Module C434. • Measure the resistance between the jet pump module C434-2, circuit 8-GA25 (WH/BU), component side and the jet pump module C434-4, circuit 9-GA25 (BN/BU), component side.  A0060985 • **Is the resistance within specifications?**	**Yes** GO to G5 . **No** GO to G6 .
G5 INSPECT THE FUEL TANK	
• Visually inspect the fuel tank for any damage or deformation. • **Is the fuel tank OK?**	**Yes** GO to G6 . **No** INSTALL a new fuel tank. REFER to Section 310-00 . TEST the system for normal operation.
G6 INSPECT THE FUEL LEVEL SENSOR AND PUMP ASSEMBLY	
• Visually inspect the float and float rod for damage or obstruction. • **Are the fuel pump and wiring OK?**	**Yes** INSTALL a new fuel level sender. REFER to Section 310-00 . TEST the system for normal operation. **No** REPAIR as necessary. REFER to Section 310-00 . TEST the system for normal operation.
G7 CHECK CIRCUIT 8-GA7 (WH/RD), CIRCUIT 8-GA25 (WH/BU) AND CIRCUIT 9-GA1 (BN) FOR SHORT TO GROUND WITH THE REAR ELECTRONIC MODULE (REM) DISCONNECTED	

• Disconnect: Rear Electronic Module (REM) C420e. • Disconnect: REM C420d. • Measure the resistance between the REM C420d-15, circuit 8-GA7 (WH/RD), harness side and ground; and between the REM C420d-16, circuit 8-GA25 (WH/BU), harness side and ground.  A0004796 • Measure the resistance between the REM C420c-23, circuit 9-GA1 (BN), harness side and ground.  A0004797 • **Are the resistances greater than 10,000 ohms?**	**Yes** GO to G9 . **No** GO to G8 .
G8 CHECK CIRCUIT 8-GA7 (WH/RD), CIRCUIT 8-GA25 (WH/BU) AND CIRCUIT 9-GA1 (BN) FOR SHORT TO GROUND WITH FUEL PUMP MOTOR AND FUEL SENDER DISCONNECTED	
• Disconnect: (RH) Fuel Delivery Module C433. • Disconnect: (LH) Jet Pump Module C434. • Measure the resistance between the REM C420d-15, circuit 8-GA7 (WH/RD), harness side and ground; and between the REM C420d-16, circuit 8-GA25 (WH/BU), harness side and ground.  A0004796 • Measure the resistance between the REM C420c-23, circuit 9-GA1 (BN), harness side and ground.  A0004797 • **Are the resistances greater than 10,000 ohms?**	**Yes** REPAIR the fuel sender circuit in question. TEST the system for normal operation. **No** REPAIR the circuit in question. TEST the system for normal operation.
G9 CHECK CIRCUIT 8-GA7 (WH/RD), CIRCUIT 8-GA25 (WH/BU) AND CIRCUIT 9-GA1 (BN) FOR SHORT TO BATTERY	

• Disconnect: REM C420c. • Disconnect: REM C420d. • Key in ON position. • Measure the voltage between the REM C420d-15, circuit 8-GA7 (WH/RD), harness side and ground; and between the REM C420d-16, circuit 8-GA25 (WH/BU), harness side and ground.  A0004803 • Measure the voltage between the REM C420c-23, circuit 9-GA1 (BN), harness side and ground  A0004804 • **Is any voltage indicated?**	**Yes** REPAIR the circuit in question. TEST the system for normal operation. **No** GO to G10 .
G10 CHECK CIRCUIT 8-GA7 (WH/RD), CIRCUIT 9-GA1 (BN) AND CIRCUIT 9-GA7 (BN/RD) FOR OPEN	
• Key in OFF position. • Disconnect: (RH) Fuel Delivery Module C433. • Disconnect: (LH) Jet Pump Module C434. • Measure the resistance between the REM C420d-15, circuit 8-GA7 (WH/RD), harness side and the fuel delivery module C433-2, circuit 8-GA7 (WH/RD), harness side.  A0004800 • Measure the resistance between the REM C420d-16, circuit 8-GA25 (WH/BU), harness side and the jet pump module C434-2, circuit 8-GA25 (WH/BU), harness side.  A0004801 • Measure the resistance between the REM C420c-23, circuit 9-GA1 (BN), harness side and the fuel delivery module C433-4, circuit 9-GA7 (BN/RD), harness side.	**Yes** GO to G11 . **No** REPAIR the circuit in question. TEST the system for normal operation.

 A0004802 • Measure the resistance between the REM C420c-23, circuit 9-GA1 (BN), harness side and the jet pump module C434-4, circuit 9-GA25 (BN/BU), harness side.  A0004802 • **Are the resistances less than 5 ohms?**	
G11 CHECK FUEL PUMP MODULE FOR SHORT	
• Measure the resistance between the fuel delivery module C433-1, circuit 15S-RG2A (GN/BU), component side and the fuel delivery module C433-2, circuit 8-GA7 (WH/RD), component side; and between the fuel delivery module C433-1, circuit 15S-RG2A (GN/BU), component side and the fuel delivery module C433-4, circuit 9-GA7 (BN/RD), component side.  A0060986 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to G12 . **No** REPAIR in-tank fuel pump module, and fuel sender circuit(s) as necessary. REFER to Section 310-00 . TEST the system for normal operation.
G12 CHECK FOR CORRECT REM OPERATION	

• Disconnect all the REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . CLEAR the DTCs and REPEAT the self-test. If incorrect fuel gauge indication is still present, GO to G13 .
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

G13 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test H: Incorrect Temperature Gauge Indication

Normal Operation

Normal engine operating temperature is 140° F (60° C) to 248° F (120° C). Redline starts at 249.8° F (121° C). The cylinder head temperature (CHT) sensor unit monitors the coolant temperature at the cylinder head and is hardwired directly to the powertrain control module (PCM) through circuit 8-RJ33 (WH/VT) and circuit 9-RJ33 (BN/WH). The status of the engine coolant temperature is sent from the PCM to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). The instrument cluster DTC U1073 will be logged if the instrument cluster fails to receive the engine temperature status from the PCM.

Possible Causes

- circuit 8-RJ33 (WH/VT) open, short to power or ground
- circuit 9-RJ33 (BN/WH) open, short to power or ground
- CHT sensor unit
- powertrain control module (PCM)
- instrument cluster

PINPOINT TEST H: INCORRECT TEMPERATURE GAUGE INDICATION

Test Step	Result / Action to Take
H1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER	
• Use the recorded instrument cluster DTCs from the continuous and on-demand self-test. • **Are any instrument cluster DTCs recorded?**	**Yes** If instrument cluster DTC U1073 is retrieved, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. All other DTCs, refer to the Instrument Cluster

	Diagnostic Trouble Code (DTC) Index. **No** GO to H2 .
H2 CARRY OUT THE INSTRUMENT CLUSTER ENGINE COOLANT TEMPERATURE GAUGE ACTIVE COMMAND	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster ENGINE COOLANT CONTROL active command. • Trigger the ENGCOOLNT active command. Toggle and monitor the engine coolant temperature gauge while adjusting the ENGCOOLNT active command to read 50% and 100%. • **Did the temperature gauge needle start at cold, move to half at 50%, and full hot at 100%?**	**Yes** GO to H3 . **No** GO to H4 .
H3 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all PCM the connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

H4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test I: The Low Fuel Warning Indicator Is Never/Always On

Normal Operation

Typically, the low fuel indicator will turn on when the fuel level reaches a predetermined level of approximately 1/8 tank. The low fuel level warning indicator and fuel gauge are controlled by the instrument cluster based upon the fuel level data provided by the rear electronic module (REM). When the instrument cluster receives data from the REM that indicates the fuel level has reached the preset low fuel level, the fuel gauge will indicate low fuel and the instrument cluster will turn on the low fuel warning indicator. A correctly functioning fuel gauge indicates that the fuel pump modules, the circuitry to the REM and the REM are operating correctly.

Possible Causes

- REM
- instrument cluster

PINPOINT TEST I: THE LOW FUEL WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
I1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER AND REAR ELECTRONIC MODULE (REM)	
• Use the recorded instrument cluster and rear electronic module (REM) DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** If instrument cluster DTC B1202, B1204, B2627 or B2628 or REM DTC B1201 are retrieved, Go To Pinpoint Test G . **No** GO to I2 .
I2 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND USING THE DIAGNOSTIC TOOL	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger ALL LAMPS active command ON and OFF. Observe the low fuel warning indicator. • **Does the low fuel indicator illuminate and turn off?**	**Yes** Go To Pinpoint Test G . **No** GO to I3 .
I3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this

• Operate the system and verify the concern is still present. • **Is the concern still present?**	time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test J: The Speedometer Is Inoperative

Normal Operation

Vehicle speed information is sent to the anti-lock brake system/traction control/integrated vehicle dynamics (ABS/TC/IVD), ABS/TC or ABS module from each of the four wheel speed sensors. The vehicle speed information is then sent to the instrument cluster by the ABS module over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). Instrument cluster DTC U1041 will be logged if the instrument cluster fails to receive the vehicle speed data from the ABS/T/IVD, ABS/TC or ABS module.

Possible Causes

- ABS/TC/IVD, ABS/TC or ABS module
- instrument cluster

PINPOINT TEST J: THE SPEEDOMETER IS INOPERATIVE

Test Step	Result / Action to Take
J1 CARRY OUT THE INSTRUMENT CLUSTER SPEEDOMETER ACTIVE COMMAND	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster SPEEDOMETER COMMAND active command. • Trigger SPDOMETER and scroll in increments of 10%. Monitor the speedometer gauge. The speedometer should be increasing in increments of 16 mph for every 10%. • **Does the speedometer increase within specification?**	**Yes** GO to J2 . **No** GO to J4 .
J2 CARRY OUT THE INSTRUMENT CLUSTER DIGITAL SEGMENT DISPLAY ACTIVE COMMAND	
• Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster DISPLAY SEGMENT CONTROL II active command. • Trigger the SEGMENTS active command. • **Do all segments illuminate?**	**Yes** GO to J3 **No** GO to J4 .
J3 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND	

SELF-TESTS INSTRUMENT CLUSTER	
• Use the recorded instrument cluster DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** If instrument cluster DTC U1041 is recorded, REFER to Section 206-09 to continue diagnosis. All other instrument cluster DTCs, REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index. **No** GO to J4 .
J4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test K: The Odometer Is Inoperative

Normal Operation

Vehicle odometer information is sent to the instrument cluster from the anti-lock brake system/traction control/integrated vehicle dynamics (ABS/TC/IVD). ABS/TC or ABS module over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). DTC U1123 will be logged if the instrument cluster fails to receive the odometer rolling count status from the ABS/TC/IVD, ABS/TC or ABS module. The instrument cluster DTC B2143 will be logged if the instrument cluster detects a nonvolatile memory (NVM) failure.

Possible Causes

- ABS/TC/IVD, ABS/TC or ABS module
- instrument cluster

PINPOINT TEST K: THE ODOMETER IS INOPERATIVE

Test Step	Result / Action to Take
K1 CHECK THE SPEEDOMETER OPERATION	
• Operate the vehicle to verify that the speedometer operates correctly. • **Does the speedometer operate correctly?**	**Yes** GO to K2 . **No** Go To Pinpoint Test J .

K2 CARRY OUT THE INSTRUMENT CLUSTER DIGITAL SEGMENT DISPLAY ACTIVE COMMAND	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster DISPLAY SEGMENT CONTROL II active command. • Trigger the SEGMENTS active command. • **Do all segments illuminate?**	**Yes** GO to K3 . **No** GO to K4 .
K3 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER	
• Use the recorded instrument cluster DTCs from the continuous and on-demand self-test. • **Are there any DTCs recorded?**	**Yes** If the instrument cluster DTC U1123 is recorded, REFER to Section 206-09 to continue module communication diagnosis. If DTC B2143 is recorded, GO to K4 . All other instrument cluster DTCs, REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index. **No** GO to K4 .
K4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test L: The Tachometer Is Inoperative

Normal Operation

Engine speed is monitored by the powertrain control module (PCM) through the crankshaft position sensor. The crankshaft position sensor is hardwired directly to the PCM through circuit 8-RJ4 (WH/RD) and circuit 10-RJ4 (GY/RD). The status of the crankshaft position sensor is sent from the PCM to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8

(BU/WH).

Possible Causes

- PCM
- instrument cluster

PINPOINT TEST L: THE TACHOMETER IS INOPERATIVE

Test Step	Result / Action to Take
L1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS POWERTRAIN CONTROL MODULE (PCM)	
• Use the recorded PCM DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** REPAIR the DTC. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** GO to L2 .
L2 CARRY OUT THE INSTRUMENT CLUSTER TACHOMETER ACTIVE COMMAND USING THE DIAGNOSTIC TOOL	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster TACHOMETER CONTROL active command. Trigger the TCHOMETER active command. Adjust the scroll knob until TCHOMETER reads 50%. Note the tachometer gauge reading. • Adjust the scroll knob until TCHOMETER reads 100%. Note the tachometer gauge reading. • **Does the tachometer gauge needle start at 0 rpm, move to approximately 3500 rpm at 50% and 7000 rpm at 100%?**	**Yes** GO to L4 . **No** GO to L3 .
L3 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.

L4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test M: The Door Ajar Indicator Is Inoperative (Chime Is Operative)/Does Not Operate Correctly

Normal Operation

The normally open front door ajar switches are directly hardwired to the front electronic module (FEM) and the normally open rear door ajar switches are hardwired to the rear electronic module (REM). When any door is open, the door ajar switch provides a ground signal to the FEM or REM. When the door is closed, the door ajar switch opens, removing the ground signal to the FEM or REM. The FEM and REM uses the multiple inputs from the door ajar switches to determine whether the doors are in the opened or closed position and provides a signal to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). A door ajar chime that is operating correctly indicates that the FEM is monitoring the correct operation of the door ajar switches.

Possible Causes

- FEM
- REM
- instrument cluster

PINPOINT TEST M: THE DOOR AJAR INDICATOR IS INOPERATIVE (CHIME IS OPERATIVE)/DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
M1 CHECK THE INTERIOR DOME LAMP OPERATION	
• Key in ON position. • Open and close each door and monitor the interior dome lamp. • **Does the interior dome lamp operate correctly?**	**Yes** GO to M2 . **No** REPAIR the interior dome lamp. REFER to Section 417-02 .
M2 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command.	**Yes** GO to M3 . **No** GO to M4 .

• Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. Observe the door ajar warning indicator. • **Does the door ajar warning indicator illuminate when triggered ON, and turn off when triggered OFF?**	
M3 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS FRONT ELECTRONIC MODULE (FEM) AND REAR ELECTRONIC MODULE (REM)	
• Use the recorded front electronic module (FEM) and rear electronic module (REM) DTCs from the continuous and on-demand self-test. • **Are any FEM or REM DTCs recorded?**	**Yes** REFER to the FEM Diagnostic Trouble Code (DTC) Index or the REM Diagnostic Trouble Code (DTC) Index. **No** GO to M4 .
M4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test N: The Safety Belt Warning Indicator Is Never/Always On

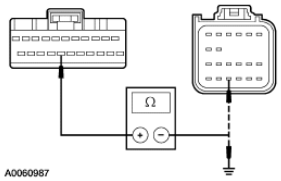
Normal Operation

The safety belt switch is hardwired directly to the restraint control module (RCM) through circuit 8-JA54 (WH) and grounded through circuit 31-JA54 (BK/YE). The instrument cluster receives the safety belt switch status from the RCM through circuit 8-GE52 (WH/BK). The RCM monitors resistance between the safety belt switch and ground and signals the instrument cluster when the safety belt is unfastened to turn on the safety belt warning indicator.

Possible Causes

- circuit 8-GE52 (WH/BK) open short to ground
- circuit 8-JA54 (WH) open, short to power or ground
- circuit 31-JA54 (BK/YE) open or short to power
- RCM
- instrument cluster

PINPOINT TEST N: THE SAFETY BELT WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
⚠ CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.	
N1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS RESTRAINT CONTROL MODULE (RCM)	
• Use the recorded restraint control module (RCM) DTCs from the continuous and on-demand self-test. • **Are any RCM DTCs recorded?**	**Yes** REPAIR the RCM DTC. REFER to Section 501-20B . **No** GO to N2 .
N2 MONITOR THE INSTRUMENT CLUSTER SAFETY BELT PID	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster PID. • Select and monitor the instrument cluster safety belt PID while fastening and unfastening the safety belt. • **Does the PID agree with the safety belt position?**	**Yes** GO to N4 . **No** GO to N3 .
N3 CHECK THE SAFETY BELT SWITCH INPUT CIRCUIT 8-GE52 (WH/BK) FOR OPEN AND SHORT TO GROUND	
• Key in OFF position. • Disconnect: Instrument Cluster C220a. • Disconnect the RCM C310a. REFER to Section 501-20B for disconnect procedure. • Measure the resistance between the instrument cluster C220a-18, circuit 8-GE52 (WH/BK), harness side and the RCM C310a-22, circuit 8-GE52 (WH/BK), harness side; and between the instrument cluster C220a-18, circuit 8-GE52 (WH/BK), harness side and ground.  • **Is the resistance less than 5 ohms between the instrument cluster and the RCM; and greater than 10,000 ohms between the instrument cluster and ground?**	**Yes** REPAIR the safety belt switch. REFER to Section 501-20B . **No** REPAIR the circuit. TEST the system for normal operation.
N4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	
• Disconnect all the instrument cluster connectors. • Check for: • corrosion	**Yes** INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST

• pushed-out pins • Connect all the instrument cluster connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	the system for normal operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test O: The Low Oil Pressure Warning Indicator Is Never/Always On

Normal Operation

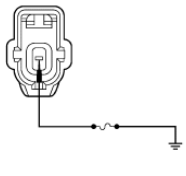
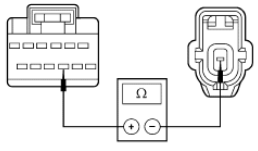
The engine oil pressure switch is a normally closed switch that is hardwired to the front electronic module (FEM) through circuit 8-GC21 (WH/GN). When the oil pressure is within normal ranges, the engine oil pressure switch opens, removing the ground signal to the front electronic module (FEM). The FEM, upon the removal of the engine oil pressure switch ground, sends a signal to the instrument cluster through the standard corporate protocol (SCP) communication network to turn off the oil pressure warning indicator. When oil pressure is low, the engine oil pressure switch closes, grounding circuit 8-GC21 (WH/GN) to the FEM. The FEM sends a low oil pressure signal to the instrument cluster through the SCP communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), to turn on the oil pressure warning indicator.

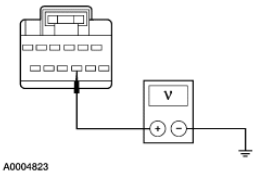
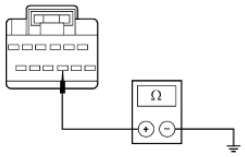
Possible Causes

- circuit 8-GC21 (WH/GN) open, short to ground or power
- engine oil pressure switch
- FEM
- instrument cluster

PINPOINT TEST O: THE LOW OIL PRESSURE WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
⚠ **CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.**	
O1 CHECK THE INSTRUMENT CLUSTER LOW OIL PRESSURE WARNING INDICATOR ILLUMINATION	
NOTE: Verify that the oil level is at or near the FULL level. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. • Monitor the low oil pressure warning indicator. • **Does the low oil pressure warning indicator illuminate when triggered ON, and go off when triggered OFF?**	**Yes** GO to O2 . **No** GO to O8 .

O2 MONITOR THE FRONT ELECTRONIC MODULE (FEM) LOW OIL PRESSURE PID	
• Key in OFF position. • Disconnect: Engine Oil Pressure Switch C103. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Front Electronic Module (FEM) PID. • Monitor the front electronic module (FEM) oil pressure PID. • Connect a fused (10A) jumper wire between the engine oil pressure switch C103-1, circuit 8-GC21 (WH/GN), harness side and ground.  A0004821 • **Does the FEM PID read ON and OFF alternately?**	**Yes** GO to O3 . **No** If the oil pressure indicator is inoperative, GO to O4 . If the oil pressure indicator is always on, GO to O6 .
O3 CARRY OUT THE ENGINE OIL PRESSURE TEST	
• Carry out the engine oil pressure test. Refer to Section 303-00 . • **Is the engine oil pressure within specification?**	**Yes** INSTALL a new engine oil pressure switch. REFER to Section 303-01A for 3.0L (4V) or Section 303-01B for 3.9L. TEST the system for normal operation. **No** REPAIR the engine oil pressure. REFER to Section 303-00 .
O4 CHECK CIRCUIT 8-GC21 (WH/GN) FOR OPEN	
• Key in OFF position. • Disconnect: FEM 201c. • Measure the resistance between the FEM C201c-9, circuit 8-GC21 (WH/GN), harness side and the engine oil pressure switch C103-1, circuit 8-GC21 (WH/GN), harness side.  A0004822 • **Is the resistance less than 5 ohms?**	**Yes** GO to O5 . **No** REPAIR the circuit. TEST the system for normal operation.
O5 CHECK CIRCUIT 8-GC21 (WH/GN) FOR SHORT TO BATTERY	

• Measure the voltage between the FEM C201c-9, circuit 8-GC21 (WH/GN), harness side and ground.  A0004823 • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to O7 .
O6 CHECK CIRCUIT 8-GC21 (GN/WH) FOR SHORT TO GROUND	
• Disconnect: FEM C201c. • Measure the resistance between the FEM C201c-9, circuit 8-GC21 (WH/GN), harness side and ground.  A0004820 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to O7 . **No** REPAIR the circuit. TEST the system for normal operation.
O7 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

O8 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test P: The Charging System Warning Indicator Is Never/Always On

Normal Operation

The charging system is hardwired to the powertrain control module (PCM) through circuit 8-BA25 (WH/RD) and circuit 10-BA25 (GY/RD). The PCM monitors the battery state of charge and provides generator voltage regulator controls, which effectively increase or decrease the generator output to maintain battery charge and to meet electrical demands on the system. The charging system status is then sent from the PCM to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). When the generator output is low, the PCM sends a command to the instrument cluster to turn on the charging system warning indicator. Instrument cluster DTC B1317 will be set if the battery voltage is greater than 17.82 volts ± 1.9 volts DC. Instrument cluster DTC B1318 will be set if the battery voltage is less than 9.0 volts ± 1.5 volts DC. For additional information on the charging system, refer to Section 414-00 .

Possible Causes

- generator
- PCM
- instrument cluster

PINPOINT TEST P: THE CHARGING SYSTEM WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
P1 CHECK CHARGING SYSTEM	
• Check the charging system operation. Refer to Section 414-00 . • **Is the charging system operating correctly?**	**Yes** GO to P2 . **No** REPAIR the charging system. REFER to Section 414-00 .
P2 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER	
• Use recorded instrument cluster DTCs from the continuous and on-demand self-test. • **Are instrument cluster DTC B1317 or B1318 retrieved?**	**Yes** REFER to Section 414-00 to continue diagnosis. **No** GO to P3 .
P3 CHECK THE CHARGING SYSTEM WARNING INDICATOR	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF.	**Yes** GO to P4 . **No** GO to P5 .

• Observe the charging system warning indicator. • **Does the charge system warning indicator illuminate when triggered ON, and go off when triggered OFF?**	
P4 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

P5 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test Q: The Brake Warning Indicator Is Never On

Normal Operation

The instrument cluster utilizes brake fluid level, engagement of the parking brake and the base brake system operation to provide inputs for the BRAKE warning indicator. The brake fluid level switch is hardwired to the front electronic module (FEM) through circuit 8-GC7 (WH/RD) and is grounded through circuit 31-GC7 (BK/BU). When the brake fluid level is low, the FEM sends a command to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), to turn on the BRAKE warning indicator. The parking brake system is monitored and controlled by the electronic parking brake module. When the parking brake is applied, the electronic parking brake module sends a command to the instrument cluster over the SCP communication network to turn on the BRAKE warning indicator. The ABS module monitors the brake pressures within the base brake system and provides a message to the instrument cluster over the SCP communication network when a concern exists.

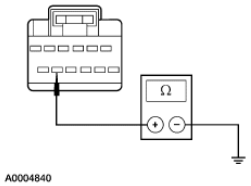
Possible Causes

- circuit 8-GC7 (WH/RD) open or short to ground
- circuit 31-GC7 (BK/BU) open
- circuit 31S-RP9 (BK/GN) open or short to ground
- parking brake switch
- brake fluid level switch
- ABS/TC/IVD, ABS/TC, or ABS module

- FEM
- electronic parking brake module
- instrument cluster

PINPOINT TEST Q: THE BRAKE WARNING INDICATOR IS NEVER ON

Test Step	Result / Action to Take
⚠ CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.	
Q1 CHECK THE INSTRUMENT CLUSTER BRAKE WARNING INDICATOR ILLUMINATION	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select instrument cluster warning lamps and chime and trigger ON the ALL LAMPS command. • Observe the BRAKE warning indicator. • **Does the BRAKE warning indicator illuminate when triggered ON?**	**Yes** GO to Q2 . **No** GO to Q8 .
Q2 CHECK THE BRAKE FLUID LEVEL SWITCH OPERATION	
• Disconnect: Brake Fluid Level Switch C1395. • **Does the BRAKE warning indicator illuminate?**	**Yes** GO to Q5 . **No** GO to Q3 .
Q3 CHECK THE BRAKE FLUID LEVEL FRONT ELECTRONIC MODULE (FEM) PID	
• Enter the following diagnostic mode on the diagnostic tool: Front Electronic Module (FEM) PID. • Select and monitor the front electronic module (FEM) brake fluid level PID. • Connect a fused (10A) jumper wire between the brake fluid warning switch C1395-1, circuit 8-GC7 (WH/RD), harness side and the brake fluid warning switch C1395-2, circuit 31-GC7 (BK/BU), harness side. A0060988 • **Does the PID read OFF when the jumper wire is not connected and ON when the jumper wire is connected?**	**Yes** GO to Q8 . **No** GO to Q4 .
Q4 CHECK BRAKE WARNING INDICATOR INPUT CIRCUIT 8-GC7 (WH/RD) FOR SHORT TO GROUND	

• Key in OFF position. • Disconnect: FEM C201c. • Measure the resistance between the FEM C201c-11, circuit 8-GC7 (WH/RD), harness side and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to Q7 . **No** REPAIR the circuit. TEST the system for normal operation.
Q5 CHECK THE ELECTRONIC PARKING BRAKE SYSTEM OPERATION	
• Operate the electronic parking brake system and verify the system operates correctly. • **Does the electronic parking brake system operate correctly?**	**Yes** GO to Q6 . **No** REPAIR the electronic parking brake system. REFER to Section 206-00 .
Q6 CHECK THE ELECTRONIC PARKING BRAKE MODULE PARKING BRAKE SWITCH INPUT	
• Enter the following diagnostic mode on the diagnostic tool: Electronic Parking Brake Module PID. • Select and monitor the electronic parking brake module apply switch active, and release switch active, PIDs while switching the electronic parking brake ON then OFF. • **Do the apply switch active and release switch active PIDs agree with the switch position?**	**Yes** GO to Q8 . **No** GO to Q9 .
Q7 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Q8 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No

• Operate the system and verify the concern is still present. • **Is the concern still present?**	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
Q9 CHECK FOR CORRECT ELECTRONIC PARKING BRAKE MODULE OPERATION	

• Disconnect all the electronic parking brake module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the electronic parking brake module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new electronic parking brake module. REFER to Section 206-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test R: The High Beam Indicator Is Never/Always On

Normal Operation

The instrument cluster uses both headlamp switch position and multifunction switch position inputs to control the high beam indicator. The headlamp switch signal is transmitted to the instrument cluster from the headlamp switch through signal circuit 8-LE21 (WH/GN) and return circuit 9-LE29 (BN/GN). Once the instrument cluster sees the headlamp ON signal, the cluster monitors resistance through the multifunction switch to determine whether the switch is in the high beam or low beam position. The multifunction switch is hardwired to the instrument cluster through signal circuit 8-LE14 (WH/BU) and return circuit 9-LG43 (BN/WH). Instrument cluster DTC B1567 will set if circuit 8-LE14 (WH/BU) is open or shorted.

Possible Causes

- circuit 8-LE14 (WH/BU) open, short to ground or short to power
- circuit 9-LG43 (BN/WH) open, short to ground or short to power
- multifunction switch
- instrument cluster

PINPOINT TEST R: THE HIGH BEAM INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
R1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER	
• Use the recorded instrument cluster DTCs from the continuous and on-demand self-test. • **Are any instrument cluster DTCs recorded?**	**Yes** If DTC B1567, REPAIR the high beams. REFER to Section 417-01 . All other DTCs, REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index. **No**

	GO to R2 .
R2 MONITOR THE INSTRUMENT CLUSTER PID LSWMODE	
• Connect the diagnostic tool. • Key in ON position. • Place headlamp switch in the ON position. • Verify that the multifunction switch is in the high beam position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster PID. • Select and monitor the instrument cluster PID HIBEAM with the multifunction switch in the high beam position. • **Does the PID read HIGH?**	**Yes** GO to R3 . **No** REPAIR the high beams. REFER to Section 417-01 .
R3 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND	
• Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. • Observe the high beam indicator. • **Does the high beam indicator illuminate when triggered ON, and turn off when triggered OFF?**	**Yes** REPAIR the high beams. REFER to Section 417-01 . **No** GO to R4 .
R4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test S: The Low Washer Fluid Indicator Is Never/Always On

Normal Operation

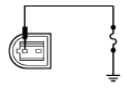
The low washer fluid switch is hardwired to the front electronic module (FEM) through circuit 8-GC8 (WH/BU) and grounded through circuit 31-GC8 (BK/OG). The FEM monitors the washer fluid level and sends the low washer fluid data to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH).

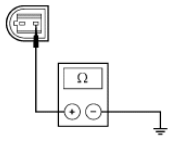
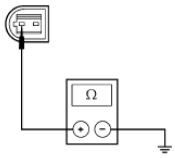
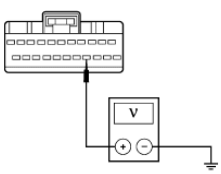
Possible Causes

- circuit 8-GC8 (WH/BU) open, short to ground or power

- circuit 31-GC8 (BK/OG) open
- low washer fluid switch
- FEM
- instrument cluster

PINPOINT TEST S: THE LOW WASHER FLUID INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
⚠ CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.	
S1 CHECK THE LOW WASHER FLUID WARNING INDICATOR	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. • **Does the low washer fluid warning indicator illuminate when triggered ON, and go off when triggered OFF?**	**Yes** GO to S2 . **No** GO to S7 .
S2 MONITOR THE FRONT ELECTRONIC MODULE (FEM) WASHER FLUID LEVEL PID	
• Key in OFF position. • Disconnect: Washer Fluid Level Switch C138. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Front Electronic Module (FEM) PID. • Monitor the front electronic module (FEM) PID WFLUID. • Key in OFF position. • Connect a fused (10A) jumper wire between washer fluid level switch C138-2, circuit 8-GC8 (WH/BU), harness side and ground.  A0004841 • Key in ON position. • Monitor the front electronic module (FEM) PID WFLUID.	**Yes** GO to S3 . **No** REMOVE the jumper wire, EXIT the FEM PID, GO to S4 . If the fused jumper wire blows, REMOVE the jumper and GO to S5 .

• **Does the FEM PID read ON and OFF alternately?**	
S3 CHECK THE WASHER FLUID LEVEL SWITCH GROUND CIRCUIT 31-GC8 (BK/OG) FOR OPEN	
• Key in OFF position. • Measure the resistance between the washer fluid level switch C138-1, circuit 31-GC8 (BK/OG), harness side and ground.  A0004810 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new washer fluid level switch. REFER to Section 501-00 . TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
S4 CHECK CIRCUIT 8-GC8 (WH/BU) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: FEM C201b. • Measure the resistance between the washer fluid level switch C138-2, circuit 8-GC8 (WH/BU), harness side and ground.  A0004806 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to S6 . **No** REPAIR the circuit. TEST the system for normal operation.
S5 CHECK THE LOW WASHER FLUID SWITCH CIRCUIT 8-GC8 (WH/BU) FOR SHORT TO BATTERY	
• Key in ON position. • Measure the voltage between the FEM C201b-15, circuit 8-GC8 (WH/BU), harness side and ground.  A0004807 • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to S6 .
S6 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

S7 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test T: The Anti-Lock Brake System (ABS) Warning Indicator Is Never On

Normal Operation

The status of the anti-lock brake system/traction control/interactive vehicle dynamics (ABS/TC/IVD), ABS/TC, or ABS system is sent to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). The instrument cluster monitors the ABS/TC/IVD, ABS/TC or ABS input and turns on the ABS warning indicator when a concern is present.

Possible Causes

- ABS/TC/IVD, ABS/TC, or ABS module
- instrument cluster

PINPOINT TEST T: THE ANTI-LOCK BRAKE SYSTEM (ABS) WARNING INDICATOR IS NEVER ON

Test Step	Result / Action to Take
T1 CHECK THE ANTI-LOCK BRAKE SYSTEM (ABS) WARNING INDICATOR PROVE-OUT	
• Key in ON position. • Monitor the anti-lock brake system (ABS) warning indicator prove-out. The indicator should prove out for approximately six seconds then turn off. • **Does the ABS warning indicator prove out?**	**Yes** The system is OK. **No** GO to T2 .
T2 CARRY OUT THE INSTRUMENT CLUSTER ANTI-LOCK BRAKE SYSTEM (ABS) WARNING INDICATOR ACTIVE COMMAND USING THE DIAGNOSTIC TOOL	

• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command. Observe the anti-lock brake system (ABS) warning indicator. • **Does the ABS warning indicator illuminate?**	**Yes** GO to T3 . **No** GO to T4 .
T3 CHECK FOR CORRECT ABS MODULE OPERATION	

• Disconnect all the ABS module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the ABS module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ABS module. REFER to Section 206-09 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

T4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test U: The Traction Control And Advance Traction Control Indicators Are Never/Always On

Normal Operation

The traction control status is monitored by the anti-lock brake system/traction control/integrated vehicle dynamics (ABS/TC/IVD) or ABS/TC module. When the traction control is in active mode, a traction active status message is sent to the instrument cluster from the ABS/TC/IVD or ABS/TC module over the standard corporate protocol (SCP) network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH).

Possible Causes

- ABS/TC/IVD or ABS/TC module
- instrument cluster

PINPOINT TEST U: THE TRACTION CONTROL AND ADVANCE TRACTION CONTROL INDICATORS ARE NEVER/ALWAYS ON

Test Step	Result / Action to Take
U1 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND USING THE DIAGNOSTIC TOOL	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. Observe the traction control and advanced traction control indicators. • **Do both the traction control and advanced traction control indicators illuminate and turn off?**	**Yes** GO to U2 . **No** GO to U3 .
U2 CHECK FOR CORRECT ABS/TC/IVD MODULE OPERATION	

• Disconnect all the ABS/TC/IVD module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the ABS/TC/IVD module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ABS/TC/IVD module. REFER to Section 206-09 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

U3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test V: The Electronic Throttle Control Indicator Is Never/Always On

Normal Operation

The instrument cluster receives the electronic throttle control status from the powertrain control module (PCM) over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). When a system concern is detected, the PCM sends the instrument cluster a command

signal to turn the electronic throttle control indicator ON.

Possible Causes

- PCM
- instrument cluster

PINPOINT TEST V: THE ELECTRONIC THROTTLE CONTROL INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
V1 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND USING THE DIAGNOSTIC TOOL	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. • Observe the electronic throttle control indicator. • **Does the electronic throttle control indicator illuminate when triggered ON, then turn off when triggered OFF?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue the diagnosis. **No** GO to V2 .
V2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test W: The Malfunction Indicator Lamp (MIL) Is Never/Always On

Normal Operation

The powertrain control module (PCM) monitors and controls the powertrain functions. When a PCM concern is detected, the PCM provides a signal to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), and the instrument cluster turns on the malfunction indicator lamp (MIL).

Possible Causes

- PCM
- instrument cluster

PINPOINT TEST W: THE MALFUNCTION INDICATOR LAMP (MIL) IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
W1 CHECK THE INSTRUMENT CLUSTER ILLUMINATION	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. Observe the malfunction indicator lamp (MIL). • **Does the MIL warning indicator illuminate when triggered ON, and turn off when triggered OFF?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue diagnosis. **No** GO to W2 .
W2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test X: The Turn/Hazard Indicator Is Never/Always On

Normal Operation

The multifunction switch is hardwired to the instrument cluster through input circuit 8-LG43 (WH/VT) and return circuit 9-LG43 (BN/WH). Differing resistance ranges are used internally within the multifunction switch to allow the instrument cluster to determine whether the multifunction switch is in the RH or LH turn position. The instrument cluster monitors the input from the multifunction switch and turns on either the RH or LH turn/hazard indicators depending on switch position. The multifunction switch position status is also sent from the instrument cluster to the front electronic module (FEM) and the rear electronic module (REM) to turn on the exterior lighting.

Possible Causes

- circuit 8-LG43 (WH/VT) open, short to power or ground
- circuit 9-LG43 (BN/WH) open, short to power
- FEM
- instrument cluster

PINPOINT TEST X: THE TURN/HAZARD INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
X1 CHECK THE TURN SIGNAL AND HAZARD LAMPS OPERATION	
• Key in ON position. • Operate the turn signal on the left and right sides. • Operate the hazard lamps. • **Do the turn signals and hazard lamps operate correctly?**	**Yes** GO to X2 . **No** REPAIR the turn signals/hazard lamps. REFER to Section 417-01 .
X2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test Y: The Steering Wheel Column Lock Warning Indicator Is Never/Always On

Normal Operation

The instrument cluster monitors the key-in-ignition, the ignition status and the steering column lock status. The steering column lock status is sent to the instrument cluster from the input of the steering column lock (SCL) module over the standard corporate protocol (SCP) communication network circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). The instrument cluster will turn on the steering wheel column lock indicator when the key is in the RUN position and the steering column is locked.

Possible Causes

- steering column lock module
- instrument cluster

PINPOINT TEST Y: THE STEERING COLUMN LOCK WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
Y1 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON then OFF again. • **Did the steering column lock indicator turn on and off with the active command?**	**Yes** REPAIR the steering wheel column lock system. REFER to Section 211-00 . **No** GO to Y2 .
Y2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test Z: The Speed Control Indicator Is Never/Always On

Normal Operation

The instrument cluster receives the speed control status from the powertrain control module (PCM) over the standard corporate protocol (SCP) communication network circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). When the speed control is engaged, the PCM provides the instrument cluster with the speed control engaged status message and the instrument cluster illuminates the speed control indicator. For additional information on vehicle speed control, refer to Section 310-03 .

Possible Causes

- PCM
- instrument cluster

PINPOINT TEST Z: THE SPEED CONTROL INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
Z1 VERIFY THAT THE SPEED CONTROL AND SPEEDOMETER OPERATE CORRECTLY	

• Verify that the speed control and the speedometer operate correctly. • **Do the speed control and speedometer operate correctly?**	**Yes** GO to Z2 . **No** If the speed control does not operate correctly, REFER to Section 310-03 . If the speedometer does not operate correctly, Go To Pinpoint Test J .
Z2 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. • Observe the speed control indicator. • **Does the speed control indicator illuminate when triggered ON, and turn off when triggered OFF?**	**Yes** GO to Z3 . **No** GO to Z4 .
Z3 CHECK FOR CORRECT POWERTRAIN CONTROL MODULE (PCM) OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A for 3.0L (4V) or Section 303-04B for 3.9L.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Z4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AA: The Engine Over-Temperature Warning Indicator Is Never/Always On

Normal Operation

Engine temperature status is transmitted to the powertrain control module (PCM) from the cylinder head temperature sensor through circuit 8-RJ33 (WH/VT). The PCM transmits an over-temperature status to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). When engine temperature, as measured at the cylinder head, reaches 121° C (250° F), the PCM enters the first stage of the fail-safe mode and sends a command message to the instrument cluster to turn on the engine over-temperature warning indicator. Instrument cluster DTC U1073 will be set if the instrument cluster fails to receive the engine temperature status from the PCM.

Possible Causes

- circuit 8-RJ33 (WH/VT) open, short to power or short to ground
- cylinder head temperature sender
- PCM
- instrument cluster

PINPOINT TEST AA: THE ENGINE OVER-TEMPERATURE WARNING INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
AA1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER	
• Use the recorded instrument cluster DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** If instrument cluster DTC U1073 is retrieved, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue diagnosis. All other instrument cluster DTCs, REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index. **No** GO to AA2 .
AA2 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND USING THE DIAGNOSTIC TOOL	
• Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL LAMPS active command ON and OFF. Observe the engine over-temperature indicator. • **Does the engine over-temperature indicator illuminate and turn off?**	**Yes** Go To Pinpoint Test H . **No** GO to AA3 .
AA3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AB: The Air Bag Warning Indicator Is Never On

Normal Operation

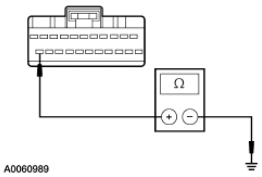
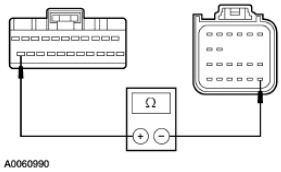
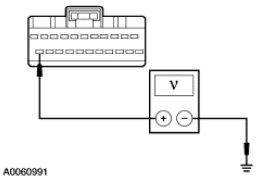
The restraint control module is hardwired to the instrument cluster through circuit 31S-JA14 (BK/GN). When the restraint control module (RCM) detects a system concern, a DTC will be set and the restraint control module will remove the ground to the instrument cluster to turn on the AIR BAG warning indicator. RCM DTC B1869 will be set if circuit 31S-JA14 (BK/GN) is open or shorted to ground. RCM DTC B1870 will be set if circuit 31S-JA14 (BK/GN) is shorted to power.

Possible Causes

- circuit 31S-JA14 (BK/GN) open, short to ground or short to power
- RCM
- instrument cluster

PINPOINT TEST AB: THE AIR BAG WARNING INDICATOR IS NEVER ON

Test Step	Result / Action to Take
⚠ **CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.**	
AB1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS RESTRAINT CONTROL MODULE (RCM)	
• Use the recorded restraint control module (RCM) DTCs from the continuous and on-demand self-tests. • **Are any RCM DTCs recorded?**	**Yes** If RCM DTC B1869 or B1870 are retrieved, GO to AB3 . For all other RCM DTCs, REFER to Section 501-20B . **No** GO to AB2 .
AB2 CHECK THE RESTRAINT CONTROL MODULE (RCM) OPERATION	
NOTE: The resistance during this test should be greater than 10,000 ohms for approximately four seconds then switch to less than 5 ohms during bulb prove out. • Disconnect: Instrument Cluster C220a. • Key in ON position.	**Yes** GO to AB6 . **No** GO to AB3 .

• Measure the resistance between the instrument cluster C220a-22, circuit 31S-JA14 (BK/GN), harness side and ground.  A0060989 • **Is the resistance greater than 10,000 ohms during prove out then drop to less than 5 ohms?**	
AB3 CHECK CIRCUIT 31S-JA14 (BK/GN) FOR OPEN	
• Key in OFF position. • Deactivate the air bag supplemental restraint system (SRS). Refer to Section 501-20B . • Disconnect: Instrument Cluster C220a. • Disconnect: RCM C310a. • Measure the resistance between the instrument cluster C220a-22, circuit 31S-JA14 (BK/GN), harness side and the restraint control module C310a-19, circuit 31S-JA14 (BK/GN), harness side.  A0060990 • **Is the resistance less than 5 ohms?**	**Yes** GO to AB4 . **No** REPAIR the circuit. TEST the system for normal operation.
AB4 CHECK CIRCUIT 31S-JA14 (BK/GN) FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the instrument cluster C220a-22, circuit 31S-JA14 (BK/GN), harness side and ground.  A0060991 • **Is any voltage indicated?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to AB5 .
AB5 CHECK FOR CORRECT RCM OPERATION	

• Disconnect all the RCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
	Yes
	INSTALL a new RCM. REFER to Section 501-20B . TEST the system for normal operation.

• Connect all the RCM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. TEST the system for normal operation.
AB6 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AC: The Check Fuel Cap Indicator Is Never/Always On

Normal Operation

The powertrain control module (PCM) monitors the fuel tank evaporative system for significant leaks that occur following refueling of the vehicle. If a fuel tank pressure change greater than a minus 23.7 kPa (7 inHg) of vacuum within 30 seconds after refueling has occurred, or there is excessive purge (fuel vapor) flow greater than 454 g (0.06 lb) per minute, the PCM will set DTC P0457 and send a message to the instrument cluster over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH), to turn on the check fuel cap indicator.

Possible Causes

- PCM
- instrument cluster

PINPOINT TEST AC: THE CHECK FUEL CAP INDICATOR IS NEVER/ALWAYS ON

Test Step	Result / Action to Take
AC1 RETRIEVE AND RECORD DTCS FROM CONTINUOUS AND ON-DEMAND SELF-TESTS PCM	
NOTE: Once the check fuel cap indicator does turn on, it does not turn off unless the fuel cap has been correctly secured and the vehicle has been driven for several minutes. • Use the recorded PCM DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** If PCM DTC P0457, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue diagnosis. **No** GO to AC2 .

AC2 CARRY OUT THE INSTRUMENT CLUSTER WARNING LAMPS AND CHIME ACTIVE COMMAND USING THE DIAGNOSTIC TOOL	
• Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster WARNING LAMPS AND CHIME active command. Trigger the ALL WARNING LAMPS active command ON. Observe the CHECK FUEL CAP indicator. • **Does the CHECK FUEL CAP indicator illuminate?**	**Yes** GO to AC3 . **No** GO to AC4 .
AC3 CHECK FOR CORRECT POWERTRAIN CONTROL MODULE (PCM) OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B .
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

AC4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they are seated correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AD: The Integrated Circuit Display Is Inoperative

Normal Operation

The digital transmission range (TR) sensor is hardwired directly to the powertrain control module (PCM), which provides the instrument cluster with the transmission range data over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH). The instrument cluster PRNDL display is controlled by the instrument cluster, indicating the appropriate range as transmitted to the instrument cluster by the digital TR sensor and the PCM. The front electronic module (FEM) and rear electronic module (REM) both control and monitor the exterior illumination. When an exterior lamp(s) is inoperative, the FEM or REM notify the instrument cluster over the SCP communication network and the instrument cluster will illuminate the warning center message LAMP OUT.

Possible Causes

- digital transmission range (TR) sensor
- PCM
- FEM
- REM
- instrument cluster

PINPOINT TEST AD: THE INTEGRATED CIRCUIT DISPLAY IS INOPERATIVE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.**	
AD1 VERIFY THE INTEGRATED CIRCUIT DISPLAY OPERATION	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select the instrument cluster DISPLAY SEGMENT CONTROL II active command. • Trigger the SEGMENTS active command. • **Do all of the segments illuminate?**	**Yes** If the PRNDL is inoperative, REFER to Section 307-01 . If the odometer is inoperative, Go To Pinpoint Test K . If the warning center display is inoperative, GO to AD2 **No** GO to AD4 .
AD2 MONITOR THE EXTERIOR LIGHTING	
• Key in ON position. • Place the headlamp switch in the parking lamps ON position. • Monitor the exterior lighting. • **Do all exterior operate correctly?**	**Yes** GO to AD3 . **No** REPAIR the exterior lights. REFER to Section 417-01 .
AD3 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS FRONT ELECTRONIC MODULE (FEM) AND REAR ELECTRONIC MODULE (REM)	
• Use the recorded rear electronic module (REM) and front electronic module (FEM) DTCs from the continuous and on-demand self-test. • **Are any FEM or REM DTCs recorded?**	**Yes** REPAIR the FEM DTCs. REFER to Section 418-00 . **No** GO to AD4 .
AD4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.

• Connect all the instrument cluster connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AE: The Instrument Cluster Is Inoperative

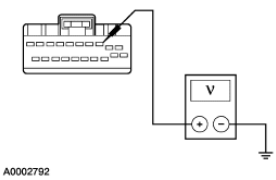
Normal Operation

With the key in the START/RUN position, the instrument cluster receives power from the central junction box (CJB) fuse(s) 4 (5A), circuit 15-GG14 (GN/RD) and 17 (5A), circuit 15-JA14 (GN/BK), while in the RUN/ACC position, power is received from the CJB fuse 13 (5A), circuit 75-GG15 (YE/GN). With the key in the OFF position, the instrument cluster receives its keep-alive power from the CJB fuse 20 (10A), circuit 29-GG11 (OG/BU). The instrument cluster grounding is accomplished through circuit 91-GG11 (BK/BU).

Possible Causes

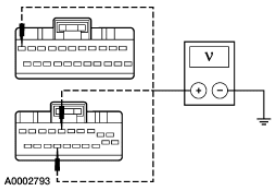
- central junction box (CJB) fuse(s): 4 (5A), 13 (5A), 17 (5A) and 20 (10A)
- battery junction box (BJB) fuse 25 (40A)
- circuit 15-GG14 (GN/RD) open or short to ground
- circuit 15-JA14 (GN/BK) open or short to ground
- circuit 75-GG15 (YE/GN) open or short to ground
- circuit 29-GG11 (OG/BU) open or short to ground
- circuit 91-GG11 (BK/BU) open or short to power
- instrument cluster

PINPOINT TEST AE: THE INSTRUMENT CLUSTER IS INOPERATIVE

Test Step	Result / Action to Take
⚠ **CAUTION: Use the correct probe adaptor(s) when making measurements. Failure to use the correct probe adaptor(s) may damage the connector.**	
AE1 CHECK HOT AT ALL TIMES POWER SUPPLY CIRCUIT	
• Key in OFF position. • Disconnect: Instrument Cluster C220b. • Measure the voltage between the instrument cluster C220b-3, circuit 29-GG11 (OG/BU), harness side and ground.  A0002792 • **Is the voltage greater than 10 volts?**	**Yes** GO to AE2 . **No** REPAIR the circuit. TEST the system for normal operation.
AE2 CHECK HOT IN RUN POWER SUPPLY CIRCUITS	

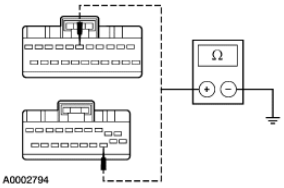
<table>
<tr><td>
• Disconnect: Instrument Cluster C220a.
• Key in ON position.
• Measure the voltage between the instrument cluster and ground as follows:

<table>
<tr><th>Connector Pin</th><th>Circuit</th></tr>
<tr><td>C220a-11</td><td>15-JA14 (GN/BK)</td></tr>
<tr><td>C220b-6</td><td>15-GG14 (GN/RD)</td></tr>
<tr><td>C220b-17</td><td>75-GG15 (YE/GN)</td></tr>
</table>



• Are the voltages greater than 10 volts?
</td><td>
Yes
GO to AE3 .

No
REPAIR the circuit in question. TEST the system for normal operation.
</td></tr>
<tr><td>AE3 CHECK GROUND CIRCUITS</td><td></td></tr>
<tr><td>
• Key in OFF position.
• Measure the resistance between the instrument cluster C220b-13, circuit 91-GG11 (BK/BU), harness side and ground; and between the instrument cluster C220a-6, circuit 31-AL11 (BK), harness side and ground.



• Are the resistances less than 5 ohms?
</td><td>
Yes
GO to AE4 .

No
REPAIR the circuit in question. TEST the system for normal operation.
</td></tr>
<tr><td>AE4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION</td><td></td></tr>
<tr><td>
• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• Is the concern still present?
</td><td>
Yes
INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.

No
The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
</td></tr>
</table>

Horn Printable View (110 KB)

Refer to Wiring Diagrams Cell 44 , for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with the appropriate adaptor cable

Inspection and Verification

NOTE: The instrument cluster and the front electronic module (FEM) must be reconfigured upon installation. Refer to Section 418-00 .

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Horns • Horn switches • Horn relay • Clockspring	• Central junction box (CJB) fuses: ♦ 4 (5A) ♦ 13 (5A) ♦ 17 (5A) ♦ 20 (10A) • Battery junction box (BJB) fuses: ♦ 22 (20A) ♦ 25 (40A) • Auxiliary junction box (AJB) fuse(s): ♦ 4 (15A) • Circuitry • Horn relay

	• Loose or corroded connections • Clockspring

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector (DLC) and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+ or SCP- circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for the instrument cluster, Go To Pinpoint Test F .
   - No response/not equipped for the FEM, REFER to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the instrument cluster and FEM.

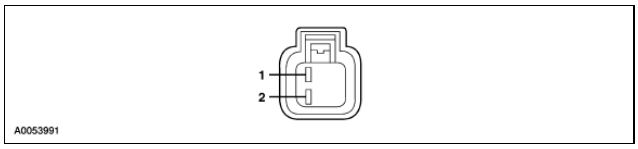
7. If the DTCs retrieved are related to the concern, refer to Section 418-00 to continue diagnostics.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

Symptom Chart

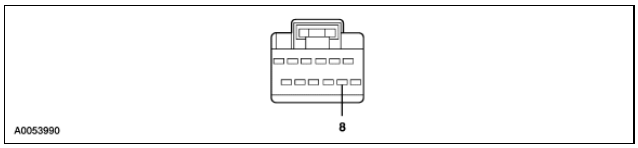
Symptom Chart
Circuit Reference

Horn C131



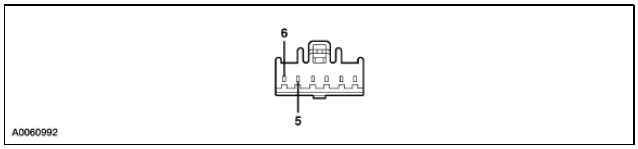
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 30S-GJ6 (RD/YE) power feed to the horn	Greater than 10 volts when the horn switch is pressed and 0 voltage when the horn switch is released. Less than 5 ohms resistance between the horn and the horn relay. Greater than 10,000 ohms resistance between the horn and ground.
2	Circuit 31-GJ6 (BK/YE) ground	0 voltage, less than 5 ohms resistance between the horn and ground.

Front Electronic Module (FEM) C201c



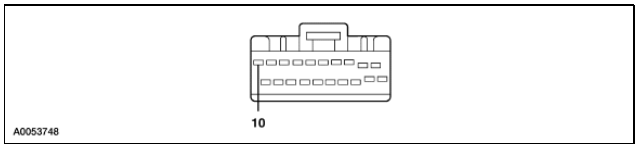
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	Circuit 91S-GJ7 (BN/RD) switched ground circuit	0 voltage, less than 5 ohms resistance between the front electronic module (FEM) and the horn relay. Greater than 10,000 ohms resistance between the FEM and ground.

Clockspring C218b



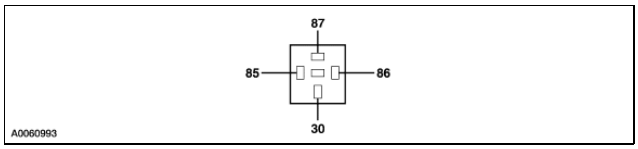
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	Circuit 31-GJ1 (BK/BU) switched ground circuit	0 voltage, less than 5 ohms resistance between the clockspring and ground.
6	Circuit 10-GJ9 (GY/OG) horn input to the instrument cluster	0 voltage, less than 5 ohms resistance between the clockspring and the instrument cluster. Greater than 10,000 ohms resistance between the steering wheel switch and ground.

Instrument Cluster Module C220b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
10	Circuit 10-GJ9 (GY/OG) ground	0 voltage, less than 5 ohms resistance between the instrument cluster and the steering wheel switch. Greater than 10,000 ohms resistance between the instrument cluster and ground.

Horn Relay C1006



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
30	Circuit 30-GJ7A (RD/BU) horn relay power	Greater than 10 volts at all times. Less than 5 ohms resistance between the horn relay and the auxiliary junction box. Greater than 10,000 ohms resistance between the horn relay and ground.
85	Circuit 30-GJ7B (RD/BU) horn relay power	Greater than 10 volts at all times. Less than 5 ohms resistance between the horn relay and the auxiliary junction box. Greater than 10,000 ohms resistance between the horn relay and ground.
86	Circuit 91S-GJ7 (BN/RD) switched ground circuit	0 voltage, less than 5 ohms resistance between the horn relay and the front electronic module (FEM).
87	Circuit 30S-GJ6 (RD/YE) power feed to the horn	Greater than 10 volts when the horn switch is pressed and 0 voltage when the horn switch is released. Less than 5 ohms resistance between the horn relay and the horn. Greater than 10,000 ohms resistance between the horn and ground.

Pinpoint Test AF: The Horn is Inoperative

Normal Operation

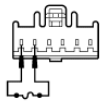
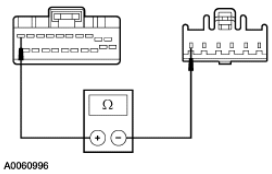
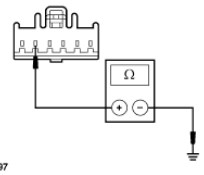
The horn switches are grounded through the clockspring by circuit 31-GJ1 (BK/BU). The clockspring provides this ground signal to the instrument cluster through the horn switch on circuit 10-GJ9 (GY/OG). The horn relay control and switched B+ power circuits are supplied by auxiliary junction box fuse 4 (15A) through circuit 30-GJ7 (BN/RD). The horn relay ground is controlled by the front electronic module (FEM) through circuit 91S-GJ7 (BN/RD). When the horn switch is pressed, the instrument cluster sends the FEM a command signal over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH) to ground the horn relay. The FEM supplies a ground, energizing the horn relay and supplying power to the horn through circuit 30S-GJ6 (RD/YE).

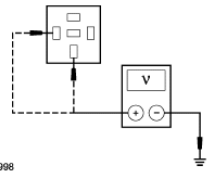
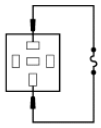
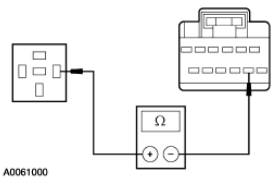
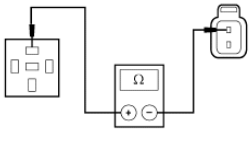
Possible Causes

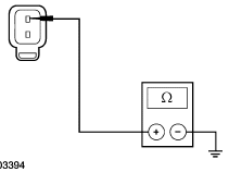
- auxiliary junction box fuse:
  - 4 (15A)
- circuit 10-GJ9 (GY/OG) open
- circuit 30-GJ7A (RD/BU) open or shorted to ground
- circuit 30-GJ7B (RD/BU) open or shorted to ground
- circuit 30S-GJ6 (RD/YE) open or shorted to ground
- circuit 31-GJ1 (BK/BU) open
- circuit 31-GJ6 (BK/YE) open
- circuit 91S-GJ7 (BN/RD) open
- clockspring
- horn relay
- horn
- horn switches
- FEM
- instrument cluster

PINPOINT TEST AF: THE HORN IS INOPERATIVE

Test Step	Result / Action to Take
⚠ CAUTION: Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connectors.	
AF1 CHECK HORN INPUT PID TO THE INSTRUMENT CLUSTER	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster PID. • Monitor the instrument cluster horn switch PID while pressing and releasing the horn switch. • **Does the PID indicate ON with the horn switch pressed, and OFF with the horn switch released?**	**Yes** GO to AF2 . **No** GO to AF3 .
AF2 INITIATE THE HORN CONTROL ACTIVE COMMAND	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Trigger the instrument cluster HORN CONTROL active command. • **Does the horn sound?**	**Yes** GO to AF13 . **No** GO to AF7 .
AF3 CHECK THE OPERATION OF THE HORN SWITCH	
• Key in OFF position. • Remove the driver air bag. Refer to Section 501-20B . • Disconnect: Horn Switch Connector. • Connect a fused (5A) jumper wire between the horn switch connector pin 5, harness side and the horn switch connector pin 6, harness side. A0060994 • **Does the horn sound?**	**Yes** INSTALL a new horn switch. REFER to Horn Switch in this section. Test the system for normal operation. **No** GO to AF4 .
AF4 CHECK THE OPERATION OF THE CLOCKSPRING	
• Disconnect: Clockspring C218b • Connect a fused (5A) jumper wire between the clockspring C218b-6, circuit 10-GJ9 (GY/OG), harness side and the clockspring C218b-5, circuit 31-GJ1 (BK/BU), harness side.	**Yes** INSTALL a new clockspring. REFER to Section 501-20B . **No** GO to AF5 .

 A0060995 • **Does the horn sound?**	
AF5 CHECK CIRCUIT 10-GJ9 (GY/OG) FOR AN OPEN	
• Disconnect: Instrument Cluster C220b. • Measure the resistance between the instrument cluster C220b-10, circuit 10-GJ9 (GY/OG), harness side and the clockspring C218b-6, circuit 10-GJ9 (GY/OG), harness side.  A0060996 • **Is the resistance less than 5 ohms?**	**Yes** GO to AF6 . **No** REPAIR the circuit. Test the system for normal operation.
AF6 CHECK CIRCUIT 31-GJ1 (BK/BU) FOR AN OPEN	
• Measure the resistance between the clockspring C218b-5, circuit 31-GJ1 (BK/BU), harness side and ground.  A0060997 • **Is the resistance less than 5 ohms?**	**Yes** GO to AF13 . **No** REPAIR the circuit. Test the system for normal operation.
AF7 CHECK THE OPERATION OF THE HORN RELAY	
• Key in OFF position. • Disconnect: Horn Relay C1006. • Carry out the horn relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the relay OK?**	**Yes** GO to AF8 . **No** INSTALL a new horn relay. Test the system for normal operation.
AF8 CHECK CIRCUITS 30-GJ7A (RD/BU) AND 30-GJ7B (RD/BU) FOR AN OPEN	
• Key in ON position. • Measure the voltage between the horn relay C1006-30, circuit 30-GJ7A (RD/BU), harness side and ground; and between the horn relay C1006-85, circuit 30-GJ7B (RD/BU), harness side and ground.	**Yes** GO to AF9 . **No** REPAIR the circuit. Test the system for normal operation.

 A0060998 • **Are the voltages greater than 10 volts?**	
AF9 CHECK THE HORN OPERATION	
• Key in OFF position. • Connect a fused (5A) jumper wire between the horn relay C1006-87, circuit 30S-GJ6 (RD/YE), harness side and the horn relay C1006-30, circuit 30-GJ7A (RD/BU), harness side.  A0060999 • **Does the horn sound?**	**Yes** GO to AF10 . **No** GO to AF11 .
AF10 CHECK CIRCUIT 91S-GJ7 (BN/RD) FOR AN OPEN	
• Key in OFF position. • Disconnect: Front Electronic Module (FEM) C201c. • Measure the resistance between the horn relay C1006-86, circuit 91S-GJ7 (BN/RD), harness side and the FEM C201c-8, circuit 91S-GJ7 (BN/RD), harness side.  A0061000 • **Is the resistance less than 5 ohms?**	**Yes** GO to AF14 . **No** REPAIR the circuit. Test the system for normal operation.
AF11 CHECK CIRCUIT 30S-GJ6 (RD/YE) FOR AN OPEN	
• Key in OFF position. • Disconnect Horn C131. • Measure the resistance between the horn relay C1006-87, circuit 30S-GJ6 (RD/YE), harness side and the horn C131-1, circuit 30S-GJ6 (RD/YE), harness side.  A0061001 • **Is the resistance less than 5 ohms?**	**Yes** GO to AF12 . **No** REPAIR the circuit. Test the system for normal operation.

AF12 CHECK CIRCUIT 31-GJ6 (BK/YE) FOR AN OPEN	
• Measure the resistance between the horn C131-2, circuit 31-GJ6 (BK/YE), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new horn. REFER to Horn in this section. Test the system for normal operation. **No** REPAIR the circuit. Test the system for normal operation.
AF13 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

AF14 CHECK FOR CORRECT FRONT ELECTRONIC MODULE (FEM) OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 .
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AG: The Horn is Always On

Normal Operation

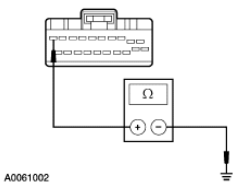
The horn switches are grounded through the clockspring by circuit 31-GJ1 (BK/BU). The clockspring provides this ground signal to the instrument cluster through the horn switch on circuit 10-GJ9 (GY/OG). The horn relay control and switched B+ power circuits are supplied by auxiliary junction box fuse 4 (15A) through circuit 30-GJ7 (BN/RD). The horn relay ground is controlled by the front electronic module (FEM) through circuit 91S-GJ7 (BN/RD). When the horn switch is pressed, the instrument cluster sends the FEM a command signal over the standard corporate protocol (SCP) communication network, circuits 4-EG8 (GY/VT) and 5-EG8 (BU/WH) to ground the horn relay. The FEM supplies a ground, energizing the horn relay and supplying power to the horn through circuit 30S-GJ6 (RD/YE).

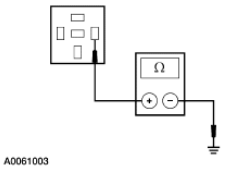
Possible Causes

- auxiliary junction box fuse 4 (15A)
- circuit 10-GJ9 (GY/OG) shorted to ground
- circuit 30S-GJ6 (RD/YE) shorted to power

- circuit 91S-GJ7 (BN/RD) shorted to ground
- clockspring
- horn relay
- horn
- horn switches
- FEM
- instrument cluster

PINPOINT TEST AG: THE HORN IS ALWAYS ON

Test Step	Result / Action to Take
AG1 CHECK HORN INPUT PID FROM THE INSTRUMENT CLUSTER	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster PID. • Monitor the instrument cluster horn switch PID. • **Does the PID always indicate ON?**	**Yes** GO to AG2 . **No** GO to AG5 .
AG2 CHECK THE HORN SWITCH OPERATION	
• Key in OFF position. • Deactivate the air bag system; refer to Section 501-20B . • Disconnect horn switch. • **Does the horn stop?**	**Yes** INSTALL a new horn switch. REFER to Horn Switch in this section. Test the system for normal operation. **No** GO to AG3 .
AG3 CHECK THE CLOCKSPRING OPERATION	
• Disconnect: Clockspring C218b. • **Does the horn stop?**	**Yes** INSTALL a new clockspring. REFER to Section 501-20B . Test the system for normal operation. **No** GO to AG4 .
AG4 CHECK CIRCUIT 10GJ-9 (GY/OG) FOR SHORT TO GROUND	
• Disconnect: Instrument Cluster C220b. • Measure the resistance between the instrument cluster C220b-10, circuit 10-GJ9 (GY/OG), harness side and ground.  	**Yes** GO to AG9 . **No** REPAIR the circuit. Test the system for normal operation.

• **Is the resistance greater than 10,000 ohms?**	
AG5 CHECK CIRCUIT 30S-GJ6 (RD/YE) FOR A SHORT TO POWER	
• Disconnect: Horn Relay C1006. • **Does the horn stop?**	**Yes** GO to AG6 . **No** REPAIR circuit 30S-GJ6 (RD/YE) for short to power. Test the system for normal operation.
AG6 CHECK THE HORN RELAY OPERATION	
• Key in OFF position. • Disconnect: Horn Relay C1006. • Carry out the relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the relay OK?**	**Yes** GO to AG7 . **No** INSTALL a new horn relay. Test the system for normal operation.
AG7 CHECK CIRCUIT 91S-GJ7 (BK/RD) AND THE FEM FOR A SHORT TO GROUND	
• Disconnect: Front Electronic Module (FEM) C201c. • Measure the resistance between horn relay C1006-86, circuit 91S-GJ7 (BN/RD), harness side and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to AG8 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
AG8 CHECK FOR CORRECT FRONT ELECTRONIC MODULE (FEM) OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 .
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

AG9 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	
• Disconnect all the instrument cluster connectors. • Check for: • corrosion	**Yes** INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.

• pushed-out pins • Connect all the instrument cluster connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Information And Message Center Printable View (148 KB)

Refer to Wiring Diagrams Cell 66 , for schematic and connector information.

Special Tool(s)

ST1137-A	73 III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent diagnostic tool with the appropriate adaptor cable

Inspection and Verification

NOTE: A new instrument cluster and FEM must be reconfigured upon installation. Refer to Section 418-00 .

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Washer fluid level • Fuel tank • Engine coolant level • Accessory drive belt • Engine oil level • Brake fluid level	• Central junction box (CJB) fuse(s): ♦ 4 (5A) ♦ 13 (5A) ♦ 17 (5A) ♦ 20 (10A) • Battery junction box (BJB) fuse(s): ♦ 15 (40A) ♦ 22 (20A) ♦ 25 (40A) • Circuitry. • Instrument cluster.

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
    - check that the program card is correctly installed.
    - check the connections to the vehicle.
    - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
    - SCP+ or SCP- circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
    - No response/not equipped for the instrument cluster, Go To Pinpoint Test F .
    - No response/not equipped for the electronic parking brake module, Section 206-00 .
    - No response/not equipped for the FEM, REFER to Section 418-00 .
    - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self-test diagnostics for the instrument cluster.

7. If the DTCs retrieved are related to the concern, go to the Diagnostic Trouble Code (DTC) Index.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

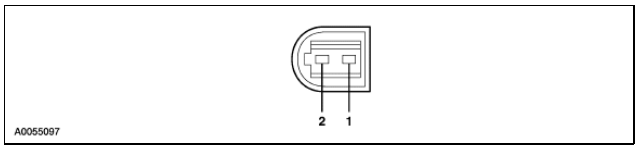
Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1205	EIC Switch-1 Assembly Circuit Failure	Instrument Cluster	Go To Pinpoint Test AJ .
B1342	ECU Defective	Instrument Cluster	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster self-test. INSTALL a new instrument cluster if the DTC B1342 is retrieved again. REFER to Instrument Cluster in this section.
B1479	Low Washer Fluid Level Switch Circuit Failure	FEM	Go To Pinpoint Test AM .
B1676	Battery Voltage Out of Range	Instrument Cluster	REPAIR the charging system. REFER to Section 414-00 .
B2477	Module Configuration Failure	Instrument Cluster	REPAIR the module configuration. REFER to Section 418-00 .

Symptom Chart

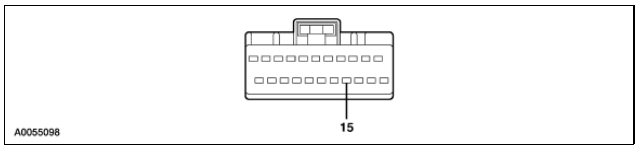
Symptom Chart
Connector Circuit Reference

Washer Fluid Level Switch C138



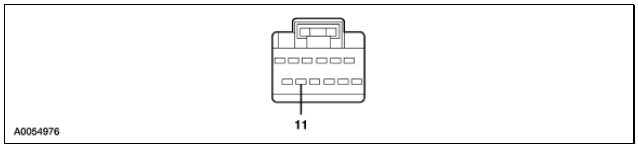
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 31-GC8 (BK/OG) signal return ground circuit	0 voltage, less than 5 ohms of resistance between the washer fluid level switch and ground.
2	Circuit 8-GC8 (WH/BU) signal from the FEM to the washer fluid level switch.	Less than 5 ohms of resistance between the FEM and the washer fluid level switch. Greater than 10,000 ohms of resistance between the washer fluid level switch and ground.

FEM C201b



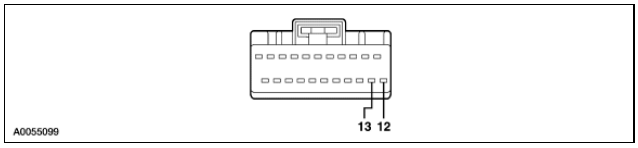
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
15	Circuit 8-GC8 (WH/BU) signal from the FEM to the washer fluid level switch.	Less than 5 ohms of resistance between the FEM and the washer fluid level switch. Greater than 10,000 ohms of resistance between the washer fluid level switch and ground.

FEM C201c



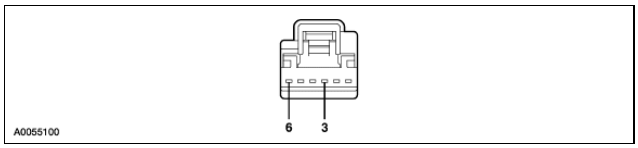
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	Circuit 8-GC7 (WH/RD) signal circuit to the brake fluid level switch from the FEM.	5 ohms or less between the brake fluid level switch and the FEM.

Instrument Cluster C220a



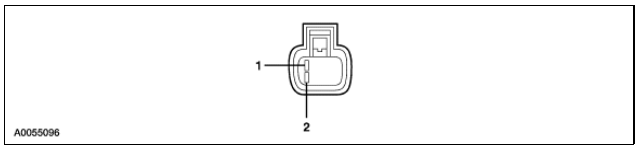
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	Circuit 9-GG25 (BN/WH) signal circuit from the instrument cluster to the message center switch.	0 voltage, less than 5 ohms of resistance between the message center switch and the instrument cluster. Greater than 10,000 ohms of resistance between the message center switch and ground.
13	Circuit 7-GG25 (YE/VT) signal return circuit from the message center switch to the instrument cluster.	0 voltage, less than 5 ohms of resistance between the message center switch and the instrument cluster. Greater than 10,000 ohms of resistance between the message center switch and ground.

Message Center Switch C253



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	Circuit 7-GG25 (YE/VT) signal return circuit from the message center switch to the instrument cluster.	0 voltage, less than 5 ohms of resistance between the message center switch and the instrument cluster. Greater than 10,000 ohms of resistance between the message center switch and ground.
6	Circuit 9-GG25 (BN/WH) signal circuit from the instrument cluster to the message center switch.	0 voltage, less than 5 ohms of resistance between the message center switch and the instrument cluster. Greater than 10,000 ohms of resistance between the message center switch and ground.

Brake Fluid Level Switch C1395



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 8-GC7 (WH/RD) signal circuit to the brake fluid level switch from the FEM.	5 ohms or less between the brake fluid level switch and the FEM.
2	Circuit 31-GC7 (BK/BU) ground circuit from the brake fluid level switch.	5 ohms or less between the brake fluid level switch and ground.

Pinpoint Test AH: The Message Center Is Not Operating Correctly

Normal Operation

The message center display is located in the lower right side of the instrument cluster.

Possible Causes

- instrument cluster
- circuitry
- message center switch

PINPOINT TEST AH: THE MESSAGE CENTER IS NOT OPERATING CORRECTLY

Test Step	Result / Action to Take
AH1 RETRIEVE THE RECORDED DTCS FROM BOTH THE CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER	
• Key in ON position. • Connect the diagnostic tool. • Enter the following diagnostic mode on the diagnostic tool: Self-Test. • **Are any DTCs recorded?**	**Yes** Section 418-00 to continue diagnosis. **No** GO to AH2 .
AH2 CHECK THE MESSAGE CENTER DISPLAY OPERATION	
• Enter the following diagnostic mode on the diagnostic tool: Active Commands. • Command all display segments ON. • **Does the message center display illuminate all segments?**	**Yes** The system is OK. If the FUEL, RESET, SETUP or STATUS buttons are inoperative, Go To Pinpoint Test AJ . **No** GO to AH3 .
AH3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AI: The Lampout Warning Indicator Is Inoperative

Normal Operation

The FEM and REM communicate the lamp status to the instrument cluster over the SCP network. The message center uses that information to display when a lamp is out.

Possible Causes

- instrument cluster

PINPOINT TEST AI: THE LAMPOUT WARNING INDICATOR IS INOPERATIVE

Test Step	Result / Action to Take
NOTE: Verify that the FEM and REM operate correctly and communicate with the instrument cluster and message center.	
AI1 CHECK THE EXTERIOR LIGHTS OPERATION	
• Operate all the exterior lights. Monitor the operation of all the exterior lights. • **Do all the exterior lights operate correctly?**	**Yes** GO to AI2 . **No** REPAIR the exterior lights. REFER to Section 417-01 .
AI2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AJ: The Message Center Switch Does Not Operate Correctly

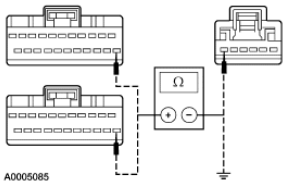
Normal Operation

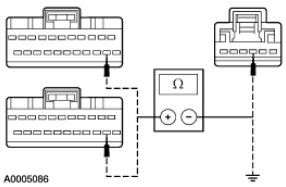
The message center switch assembly uses circuits 9-GG25 (BN/WH) and 7-GG25 (YE/VT) to communicate the requested switch function to the message center.

Possible Causes

- circuit 9-GG25 (BN/WH) open or shorted
- circuit 7-GG25 (YE/VT) open or shorted
- message center switch assembly
- instrument cluster

PINPOINT TEST AJ: THE MESSAGE CENTER SWITCH DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
AJ1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Self-Test. • **Are any instrument cluster DTCs recorded?**	**Yes** If instrument cluster DTC B1205, GO to AJ3 . For all other instrument cluster DTCs, REFER to Section 418-00 . **No** GO to AJ2 .
AJ2 CHECK THE PID FOR THE MESSAGE CENTER SWITCH	
• Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster PID. • Select and monitor the message center switch PIDs FUELSW, RESETSW, SETUPSW and STATUSSW while pressing each message center button (FUEL, RESET, SETUP and STATUS). • **Does each PID agree with each button position?**	**Yes** GO to AJ5 . **No** GO to AJ3 .
AJ3 CHECK THE MESSAGE CENTER SWITCH CIRCUIT 9-GG25 (BN/WH) FOR OPEN AND SHORT TO GROUND	
• Key in OFF position. • Disconnect: Instrument Cluster C220a. • Disconnect: Message Center Switch C253. • Measure the resistance between the instrument cluster C220a-12, circuit 9-GG25 (BN/WH), harness side and the message center switch C253-6, circuit 9-GG25 (BN/WH), harness side; and between the instrument cluster C220a-12, circuit 9-GG25 (BN/WH), harness side and ground.  • **Is the resistance less than 5 ohms between the instrument cluster and the message center switch; and greater than 10,000 ohms between the instrument cluster and ground?**	**Yes** GO to AJ4 . **No** REPAIR the circuit. TEST the system for normal operation.
AJ4 CHECK THE MESSAGE CENTER SWITCH CIRCUIT 7-GG25 (YE/VT) FOR OPEN AND SHORT TO GROUND	

• Measure the resistance between the instrument cluster C220a-13, circuit 7-GG25 (YE/VT), harness side and the message center switch C253-3, circuit 7-GG25 (YE/VT), harness side; and between the instrument cluster C220a-13, circuit 7-GG25 (YE/VT), harness side and ground.  • **Is the resistance less than 5 ohms between the instrument cluster and the message center switch; and greater than 10,000 ohms between the instrument cluster and ground?**	**Yes** INSTALL a new message center switch. REFER to Message Center in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
AJ5 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AK: The Indicator does Not Operate Correctly Low Fuel Level Display

Normal Operation

The fuel level status is communicated to the instrument cluster over the SCP network. The instrument cluster then communicates the fuel level status to the message center.

Possible Causes

- fuel pump module
- instrument cluster
- REM

PINPOINT TEST AK: THE INDICATOR DOES NOT OPERATE CORRECTLY LOW FUEL LEVEL DISPLAY

Test Step	Result / Action to Take
AK1 RETRIEVE THE RECORDED DTC FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS REM AND INSTRUMENT CLUSTER	
NOTE: The fuel gauge does not change indication unless there have been at least 11 liters (three gallons) of fuel added or removed between ignition switch cycles.	**Yes** If any REM DTCs or instrument cluster DTCs are retrieved, REFER to Section 418-00 to continue diagnosis.

• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: REM Self-Test. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Self-Test. • **Are any DTCs recorded?**	**No** GO to AK2 .
AK2 CHECK THE FUEL GAUGE OPERATION	
• Key in OFF position. • Key in ON position. • Observe the fuel gauge operation. • **Does the fuel gauge operate correctly?**	**Yes** GO to AK3 . **No** Go To Pinpoint Test I .
AK3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AL: The Indicator Is Inoperative Oil Life Status, A/C Filter Life

Normal Operation

The instrument cluster tracks the engine run time and mileage. The message center uses that information to display the remaining interval until the next recommended maintenance procedure.

Possible Causes

- odometer
- instrument cluster

PINPOINT TEST AL: THE INDICATOR IS INOPERATIVE OIL LIFE STATUS, A/C FILTER LIFE

Test Step	Result / Action to Take
AL1 CHECK THE ODOMETER OPERATION	
• Key in ON position. • Monitor the odometer operation. • **Does the odometer operate correctly?**	**Yes** GO to AL2 . **No** Go To Pinpoint Test K .
AL2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AM: The Indicator Does Not Operate Correctly Low Washer Fluid Level Display

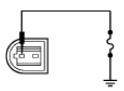
Normal Operation

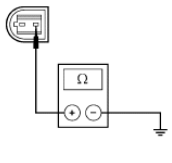
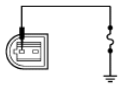
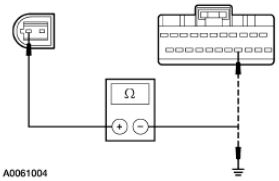
The washer fluid level switch circuit 8-GC8 (WH/BU) is open when the washer fluid level is high. When the washer fluid level is low, the switch will close circuit 8-GC8 (WH/BU) with the ground circuit 31-GC8 (BK/OG) to signal the FEM that the washer fluid level is low. The FEM communicates the washer fluid level status to the instrument cluster over the SCP network. The message center uses that information to display the low washer fluid message.

Possible Causes

- circuit 8-GC8 (WH/BU) open or shorted
- circuit 31-GC8 (BK/OG) open
- instrument cluster
- washer fluid level switch
- FEM

PINPOINT TEST AM: THE INDICATOR DOES NOT OPERATE CORRECTLY LOW WASHER FLUID LEVEL DISPLAY

Test Step	Result / Action to Take
AM1 CHECK THE LOW WASHER FLUID MESSAGE DISPLAY	
• Disconnect: Washer Fluid Level Switch C138. • Connect a fused (5A) jumper wire between the washer fluid level switch C138-2, circuit 8-GC8 (WH/BU), harness side and ground.  A0004841 • Key in START position. • **Does the message center display LOW WASHER FLUID?**	**Yes** GO to AM2 . **No** DISCONNECT the jumper wire. GO to AM3 .
AM2 CHECK CIRCUIT 31-GC8 (BK/OG) FOR OPEN	

• Key in OFF position. • Measure the resistance between the washer fluid level switch C138-1, circuit 31-GC8 (BK/OG), harness side and ground.  A0004810 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new washer fluid level switch. CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation.
AM3 CHECK THE FEM PID	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: FEM PID WFLUID. • Monitor the PID. • Key in OFF position. • Connect a fused (5A) jumper wire between the washer fluid level switch C138-2, circuit 8-GC8 (WH/BU), harness side and ground.  A0004841 • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: FEM PID WFLUID. • Monitor the PID. • **Does the PID read OK with the washer fluid level switch disconnected and LOW with the jumper wire connected?**	**Yes** GO to AM5 . **No** GO to AM4 .
AM4 CHECK CIRCUIT 8-GC8 (WH/BU) FOR OPEN OR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between the washer fluid level switch C138-2, circuit 8-GC8 (WH/BU), harness side and the FEM C201b-15, circuit 8-GC8 (WH/BU), harness side; and measure the resistance between the washer fluid level switch C138-2, circuit 8-GC8 (WH/BU), harness side and ground.  A0061004 • **Is the resistance less than 5 ohms between the connectors and greater than 10,000 ohms between the washer fluid**	**Yes** GO to AM6 . **No** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation.

level switch and ground?	
AM5 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

AM6 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . CLEAR the DTCs. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AN: The Indicator Does Not Operate Correctly Low Brake Fluid Level Display

Normal Operation

The brake fluid level switch circuit 8-GC7 (WH/RD) is open when the brake fluid level is high. When the brake fluid level is low, the switch will close circuit 8-GC7 (WH/RD) with the ground circuit 31-GC7 (BK/BU) to signal the FEM that the brake fluid level is low. The FEM communicates the brake fluid level status to the instrument cluster over the SCP network. The message center uses that information to display the low brake fluid message.

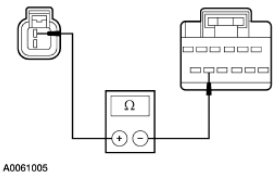
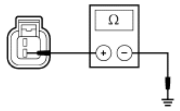
Possible Causes

- circuit 8-GC7 (WH/RD) open
- circuit 31-GC7 (BK/BU) open
- brake fluid switch
- instrument cluster

PINPOINT TEST AN: THE INDICATOR DOES NOT OPERATE CORRECTLY LOW BRAKE FLUID LEVEL DISPLAY

Test Step	Result / Action to Take
AN1 CHECK THE INSTRUMENT CLUSTER BRAKE WARNING INDICATOR ILLUMINATION	
• Connect the diagnostic tool. • Key in ON position.	**Yes** GO to AN2 . **No**

• Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Active Command. • Select instrument cluster warning lamps and chime and trigger ON the active command ALL LAMPS. • Select instrument cluster warning lamps and chime and trigger OFF the activate command ALL LAMPS. • **Does the BRAKE warning indicator illuminate when triggered ON, and go off when triggered OFF?**	GO to AN7 .
AN2 CHECK BRAKE WARNING INDICATOR	
• Key in OFF position. • Key in ON position. • Monitor the BRAKE warning indicator. • **Does the BRAKE warning indicator continue to illuminate after prove-out?**	**Yes** REFER to Section 206-00 continue the diagnosis. **No** GO to AN3 .
AN3 CHECK LOW BRAKE FLUID LEVEL DISPLAY	
• Key in START position. • Monitor the message center for the LOW BRAKE FLUID LEVEL message. • **Is the LOW BRAKE FLUID LEVEL message always displayed?**	**Yes** GO to AN7 . **No** GO to AN4 .
AN4 CHECK FEM BRAKE FLUID LEVEL PID	
• Key in OFF position. • Disconnect: Brake Fluid Level Switch C1395. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: FEM Brake Status PID. • Monitor the brake fluid level switch PID. • Connect a fused (5A) jumper wire between the brake fluid warning switch C1395-1, circuit 8-GC7 (WH/RD), harness side and the brake fluid warning switch C1395-2 circuit 31-GC7 (BK/BU), harness side. A0060988 • Monitor the brake fluid level switch PID. • **Does the PID read OFF when the jumper wire is not connected and ON when the jumper wire is connected?**	**Yes** GO to AN7 . **No** GO to AN5 .
AN5 CHECK CIRCUIT 8-GC7 (WH/RD) FOR OPEN	
• Key in OFF position. • Disconnect: FEM C201c. • Measure the resistance between the brake fluid level switch C1395-1, circuit 8-GC7 (WH/RD) and the FEM C201c-11, circuit 8-GC7 (WH/RD), harness side.	**Yes** GO to AN6 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0061005 • **Is the resistance less than 5 ohms?**	
AN6 CHECK CIRCUIT 31-GC7 (BK/BU) FOR OPEN	
• Measure the resistance between the brake fluid level switch C1395-2, circuit 31-GC7 (BK/BU), harness side and ground.  A0061006 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new brake fluid level switch. REFER to Section 206-00 . TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
AN7 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AO: The Indicator Does Not Operate Correctly Door Ajar Display

Normal Operation

The FEM and REM communicate the door ajar status to the instrument cluster over the SCP network. The message center uses that information to display the door ajar message.

Possible Causes

- instrument cluster
- door ajar switch

PINPOINT TEST AO: THE INDICATOR DOES NOT OPERATE CORRECTLY DOOR AJAR DISPLAY

Test Step	Result / Action to Take
AO1 CHECK THE INTERIOR DOME LAMP OPERATION	

NOTE: The instrument panel dimmer switch must be in the door position, not the courtesy position. • Open and close each of the doors. • **Does the interior dome lamp operate correctly?**	**Yes** GO to AO2 . **No** REPAIR the interior dome lamp. REFER to Section 417-02 .
AO2 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS FEM AND REM	
• Use recorded FEM and REM DTCs from the continuous and on-demand self-test. • **Are any FEM or REM DTCs recorded?**	**Yes** REFER to Section 418-00 . **No** GO to AO3 .
AO3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AP: The Indicator Does Not Operate Correctly Traction Control

Normal Operation

The traction control indicator is an output signal that is controlled by the anti-lock brake system/stability assist module. The ABS/stability assist module communicates the traction control status to the instrument cluster over the SCP network. The message center uses that information to display the traction control message.

Possible Causes

- ABS/stability assist system module
- instrument cluster

PINPOINT TEST AP: THE INDICATOR DOES NOT OPERATE CORRECTLY TRACTION CONTROL

Test Step	Result / Action to Take
AP1 RETRIEVE AND RECORD DTCS FROM CONTINUOUS AND ON-DEMAND SELF-TESTS ABS/STABILITY ASSIST MODULE	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: ABS/Stability Assist Module Self-Test. • **Are any DTCs recorded?**	**Yes** REFER to Section 206-09 to continue diagnosis. **No** GO to AP2 .

AP2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AQ: The Indicator Does Not Operate Correctly Check Fuel Cap

Normal Operation

The check fuel cap indicator is an output signal that is controlled by the PCM. When the PCM determines that there is a failure in the vapor management system due to the fuel cap not sealing correctly. The PCM communicates the fuel cap status to the instrument cluster over the SCP network. The message center uses that information to display the check fuel cap message.

Possible Causes

- fuel cap not installed correctly
- instrument cluster

PINPOINT TEST AQ: THE INDICATOR DOES NOT OPERATE CORRECTLY CHECK FUEL CAP

Test Step	Result / Action to Take
AQ1 RETRIEVE AND RECORD DTCS FROM CONTINUOUS AND ON-DEMAND SELF-TESTS PCM	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: PCM Self-Test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue diagnosis. **No** GO to AQ2 .
AQ2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

• **Is the concern still present?**	

Pinpoint Test AR: The Indicator Does Not Operate Correctly Electronic Throttle Control

Normal Operation

The electronic throttle control indicator is an output signal that is controlled by the PCM. The PCM communicates the electronic throttle control status to the instrument cluster over the SCP network. The message center uses that information to display the electronic throttle control message.

Possible Causes

- electronic throttle control system
- instrument cluster

PINPOINT TEST AR: THE INDICATOR DOES NOT OPERATE CORRECTLY ELECTRONIC THROTTLE CONTROL

Test Step	Result / Action to Take
AR1 RETRIEVE AND RECORD DTCS FROM CONTINUOUS AND ON-DEMAND SELF-TESTS PCM	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: PCM Self-Test. • **Are any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue diagnosis. **No** GO to AR2 .
AR2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Pinpoint Test AS: The Indicator Does Not Operate Correctly Parking Brake

Normal Operation

The park brake indicator is an output signal that is controlled by the electronic parking brake module. The electronic parking brake module communicates the parking brake status to the instrument cluster over the SCP network. The message center uses that information to display the parking brake message.

Possible Causes

- electronic parking brake system

- instrument cluster

PINPOINT TEST AS: THE INDICATOR DOES NOT OPERATE CORRECTLY PARKING BRAKE

Test Step	Result / Action to Take
AS1 RETRIEVE AND RECORD DTCS FROM CONTINUOUS AND ON-DEMAND SELF-TESTS ELECTRONIC PARKING BRAKE MODULE	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Electronic Parking Brake Module Self-Test. • **Are any DTCs recorded?**	**Yes** REFER to Section 206-00 to continue diagnosis. **No** GO to AS2 .
AS2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

Warning Devices

Printable View (97 KB)

Refer to Wiring Diagrams Cell 66 , for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418 F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with the appropriate adaptor cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Door ajar switches • Key-in-ignition switch • Headlamp switch	• Central junction box (CJB) fuses: ♦ 4 (5A) ♦ 5 (10A) ♦ 13 (5A) ♦ 17 (5A) ♦ 20 (10A) • Battery junction box (BJB) fuses: ♦ 15 (40A) ♦ 22 (20A) ♦ 25 (40A) • Circuitry. • Instrument cluster.

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
    - check that the program card is correctly installed.
    - check the connections to the vehicle.
    - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
    - SCP+ or SCP- circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
    - No response/not equipped for the instrument cluster, Go To Pinpoint Test F .
    - No response/not equipped for the electronic parking brake module, Section 206-00 .
    - No response/not equipped for the RCM, REFER to Section 501-20B .
    - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self-test diagnostics for the instrument cluster.

7. If the DTCs retrieved from the RCM are related to the concern, refer to Section 501-20B . If the DTCs retrieved from the instrument cluster are related to the concern, go to the Instrument Cluster Diagnostic Trouble Code (DTC) Index.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

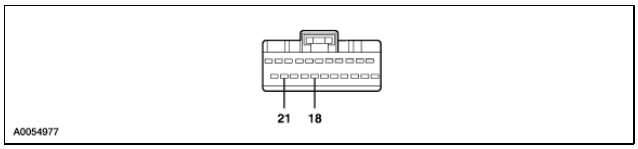
Instrument Cluster Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1352	Ignition Key-In Circuit Failure	Instrument Cluster	Go To Pinpoint Test AT .
B1342	ECU Defective	Instrument Cluster	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster self-test. INSTALL a new instrument cluster if the DTC B1342 is retrieved again. REFER to Instrument Cluster in this section.
B1676	Battery Voltage Out of Range	Instrument Cluster	REPAIR the charging system. REFER to Section 414-00 .
B2477	Module Configuration Failure	Instrument Cluster	REPAIR the module configuration. REFER to Section 418-00 .

NOTE: For a complete master list of all instrument cluster DTCs refer to Section 418-00 .

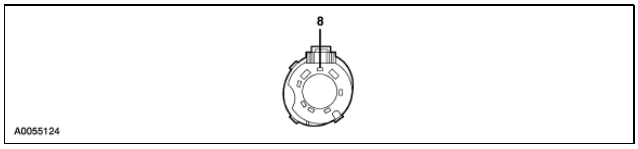
Symptom Chart
Connector Circuit Reference

Instrument Cluster C220a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
18	Circuit 8-GE52 (WH/BK) safety belt switch input circuit from the restraint control module (RCM).	Less than 5 ohms between the instrument cluster and the RCM. Greater than 10,000 ohms between the instrument cluster and ground.
21	Circuit 30S-GM7 (RD/WH) key-in-ignition switch input circuit	Greater than 10 volts with the key in the ignition switch. 0 volts without the key in the ignition switch. Greater than 10,000 ohms between the key-in-ignition warning switch input circuit and ground.

Ignition Switch C250



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	Circuit 30S-GM7 (RD/WH) key-in-ignition switch input circuit	Greater than 10 volts with the key in the ignition switch. 0 volts without the key in the ignition switch. Greater than 10,000 ohms between the key-in-ignition warning switch input circuit and ground.

Pinpoint Test AT: The Key-In-Ignition Chime Does Not Operate Correctly

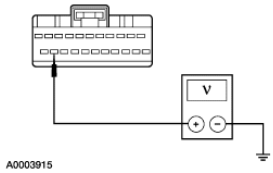
Normal Operation

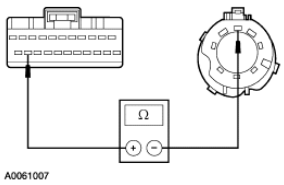
When the key is inserted into the ignition key cylinder, the key-in-ignition switch (part of the ignition switch) closes circuit 30S-GM7 (RD/WH) to the instrument cluster. The 12 volt input signals the instrument cluster that the key is inserted. If the instrument cluster detects that the key is in the OFF or ACC position with the key inserted in the ignition key cylinder and the drivers door is ajar, the key-in-ignition warning chime (located in the instrument cluster) will sound.

Possible Causes

- circuit 30S-GM7 (RD/WH) open or shorted to ground
- key-in-ignition warning switch (part of the ignition switch)
- instrument cluster
- door ajar switch

PINPOINT TEST AT: THE KEY-IN-IGNITION CHIME DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
AT1 CHECK INTERIOR DOME LAMP	
• Open the driver door. • **Does the interior dome lamp illuminate when the driver door is open?**	**Yes** GO to AT2 . **No** REPAIR the interior dome lamp. REFER to Section 417-02 .
AT2 CHECK KEY-IN-IGNITION CHIME OPERATION	
• Open the driver door. • Insert the ignition key into the ignition switch in the OFF position with the driver door open. • **Does the chime sound?**	**Yes** The system is operating correctly at this time. **No** GO to AT3 .
AT3 MONITOR THE INSTRUMENT CLUSTER KEY-IN-IGNITION PID	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster PID. • Monitor the instrument cluster key-in-ignition PID • With the key in the ignition, the instrument cluster key-in-ignition PID should indicate yes. • **Does the instrument cluster key-in-ignition PID indicate yes?**	**Yes** GO to AT6 . **No** GO to AT4 .
AT4 CHECK CIRCUIT 30S-GM7 (RD/WH) FOR VOLTAGE	
• Remove the ignition key from the ignition switch. • Disconnect: Instrument Cluster C220a. • Insert the ignition key into the ignition switch. • Measure the voltage between the instrument cluster C220a-21, circuit 30S-GM7 (RD/WH), harness side and ground.  A0003915 • **Is the voltage greater than 10 volts?**	**Yes** GO to AT6 . **No** GO to AT5 .
AT5 CHECK CIRCUIT 30S-GM7 (RD/WH) FOR OPEN	

• Remove the ignition key from the ignition switch. • Disconnect: Ignition Switch C250. • Measure the resistance between the instrument cluster C220a-21, circuit 30S-GM7 (RD/WH), harness side and the ignition switch C250-8 , circuit 30S-GM7 (RD/WH), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new ignition switch. REFER to Section 211-00 . CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation.
AT6 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AU: The Headlamp On Reminder Chime Does Not Operate Correctly

Normal Operation

The headlamp on warning chime will sound when the driver door is opened, with the key in the OFF position and the key out, and the instrument cluster detects the headlamps are on. The autolamps must be turned OFF for the headlamp on reminder chime to operate.

Possible Causes

- instrument cluster
- door ajar switch

PINPOINT TEST AU: THE HEADLAMP ON REMINDER CHIME DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
AU1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TESTS INSTRUMENT CLUSTER	
• Use the recorded instrument cluster DTCs from the continuous and on-demand self-tests.	**Yes** REFER to Section 418-00 to continue diagnosis. **No**

• **Are any DTCs recorded?**	GO to AU2 .
AU2 CHECK THE INTERIOR DOME LAMP	
• Open the driver door. • **Does the interior dome lamp illuminate when the driver door is open?**	**Yes** GO to AU3 . **No** REPAIR the interior dome lamp. REFER to Section 417-02 .
AU3 CHECK THE AUTOLAMPS	
• Turn the autolamps OFF. • Turn the parking lamps ON. • Open the driver door. • **Does the headlamps on reminder chime sound?**	**Yes** The system is operating correctly at this time. **No** GO to AU4 .
AU4 CHECK THE EXTERIOR LAMPS	
• Turn the parking lamps ON. • Turn the headlamps ON. • **Do the exterior lamps operate correctly?**	**Yes** GO to AU5 . **No** REPAIR the exterior lamps. REFER to Section 417-01 .
AU5 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AV: The Safety Belt Warning Chime Does Not Operate Correctly

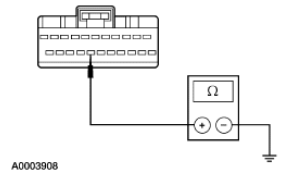
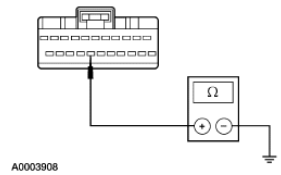
Normal Operation

The instrument cluster receives the safety belt warning chime input from the restraint control module (RCM) through circuit 8-GE52 (WH/BK). When the key is in the RUN position, the instrument cluster sounds the safety belt warning chime when it detects a ground at circuit 8-GE52 (WH/BK).

Possible Causes

- circuit 8-GE52 (WH/BK) open or shorted to ground
- instrument cluster
- safety belt switch
- restraint control module (RCM)

PINPOINT TEST AV: THE SAFETY BELT WARNING CHIME DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
AV1 RETRIEVE THE DIAGNOSTIC TROUBLE CODES (DTCS)	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Restraint Control Module (RCM) Self-Test. • **Are any DTCs recorded?**	**Yes** REFER to Section 501-20B to continue diagnosis. **No** GO to AV2 .
AV2 CHECK CIRCUIT 8-GE52 (WH/BK) FOR OPEN OR SHORT TO GROUND	
• Key in OFF position. • Disconnect: Instrument Cluster C220a. • Key in ON position. • Measure the resistance between the instrument cluster C220a-18, circuit 8-GE52 (WH/BK), harness side and ground.  • Buckle both front safety belts. • Measure the resistance between the instrument cluster C220a-18, circuit 8-GE52 (WH/BK), harness side and ground.  • **Is the resistance less than 5 ohms with both front safety belts unbuckled, and is the resistance greater than 10,000 ohms with both front safety belts buckled?**	**Yes** GO to AV3 . **No** REPAIR the circuit. REFER to Section 501-20B for cautions and warnings before repairing the circuit. TEST the system for normal operation.
AV3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time.

• Operate the system and verify the concern is still present. • **Is the concern still present?**	Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AW: The Air Bag Warning Chime Does Not Operate Correctly

Normal Operation

The instrument cluster receives the air bag warning chime input from the restraint control module (RCM) through circuit 8-GE52 (WH/BK). The instrument cluster sounds the air bag warning chime when it detects a pulse width modulation (PWM) to ground from the RCM on circuit 8-GE52 (WH/BK).

Possible Causes

- instrument cluster
- restraint control module (RCM)

PINPOINT TEST AW: THE AIR BAG WARNING CHIME DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
AW1 RETRIEVE THE DIAGNOSTIC TROUBLE CODES (DTCS)	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Restraint Control Module (RCM) Self-Test. • **Are any DTCs recorded?**	**Yes** REFER to Section 501-20B to continue diagnosis. **No** GO to AW2 .
AW2 CHECK SAFETY BELT WARNING INDICATOR OPERATION	
• Key in OFF position. • Buckle both front safety belts. • Key in ON position. • Monitor the safety belt warning indicator operation. • **Does the safety belt warning indicator illuminate for approximately six seconds then turn off?**	**Yes** GO to AW3 . **No** Go To Pinpoint Test AV .
AW3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

• Operate the system and verify the concern is still present. • **Is the concern still present?**	

Pinpoint Test AX: The Fail Safe Cooling Chime Does Not Operate Correctly

Normal Operation

The PCM communicates the fail safe cooling status to the instrument cluster over the SCP network.

Possible Causes

- instrument cluster
- PCM

PINPOINT TEST AX: THE FAIL SAFE COOLING CHIME DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
AX1 RETRIEVE THE DIAGNOSTIC TROUBLE CODES (DTCS)	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: PCM Self-Test. • **Are there any DTCs recorded?**	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to continue diagnosis. **No** GO to AX2 .
AX2 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AY: The Turn Signal Warning Chime Does Not Operate Correctly

Normal Operation

The instrument cluster sounds the turn signal warning chime when the turn signals have been activated for a distance greater than 0.5 miles.

Possible Causes

- instrument cluster

PINPOINT TEST AY: THE TURN SIGNAL WARNING CHIME DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
AY1 RETRIEVE THE DIAGNOSTIC TROUBLE CODES (DTCS)	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Instrument Cluster Self-Test. • **Are any DTCs recorded?**	**Yes** REFER to Section 418-00 to continue diagnosis. **No** GO to AY2 .
AY2 CHECK THE OPERATION OF THE TURN SIGNALS	
• Key in ON position. • Operate the turn signals. • Turn the steering wheel in both directions, with the turn signals activated, to check the turn signal canceling function. • **Do the turn signals operate correctly?**	**Yes** GO to AY3 **No** REPAIR the turn signals. REFER to Section 417-01 .
AY3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test AZ: The Electronic Parking Brake Warning Chime Does Not Operate Correctly

Normal Operation

The instrument cluster momentarily sounds the electronic parking brake warning chime when the parking brake is applied and again when the parking brake is released. The electronic parking brake module communicates the parking brake status to the instrument cluster over the SCP network.

Possible Causes

- instrument cluster
- electronic parking brake system.

PINPOINT TEST AZ: THE ELECTRONIC PARKING BRAKE WARNING CHIME DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
AZ1 RETRIEVE THE DIAGNOSTIC TROUBLE CODES (DTCS)	
• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Electronic Parking Brake Module Self-Test. • **Are any DTCs recorded?**	**Yes** REFER to Section 206-00 to continue diagnosis. **No** GO to AZ2 .
AZ2 CHECK THE OPERATION OF THE ELECTRONIC PARKING BRAKE CHIME	
• Apply the parking brake. • Release the parking brake. • **Does the electronic parking brake chime sound when the parking brake is applied and again when the parking brake is released?**	**Yes** The system is operating correctly at this time. **No** GO to AZ3 .
AZ3 CHECK THE OPERATION OF THE ELECTRONIC PARKING BRAKE	
• Enter the following diagnostic mode on the diagnostic tool: Electronic Parking brake PIDs. • Monitor the parking brake switch PIDs. • Apply the parking brake. • Release the parking brake. • **Do the parking brake switch PIDs agree with the switch positions?**	**Yes** GO to AZ4 **No** REPAIR the electronic parking brake. REFER to Section 206-00 .
AZ4 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test BA: The Chime Sounds When The Driver Door Is Ajar (No Key In Ignition And Headlamps Off)

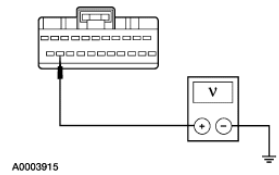
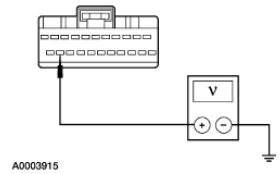
Normal Operation

The instrument cluster sounds the warning chime when the driver door is open and the key is in the OFF position or the headlamps are left on.

Possible Causes

- circuit 30S-GM7 (RD/WH) shorted to power
- key-in-ignition switch
- instrument cluster

PINPOINT TEST BA: THE CHIME SOUNDS WHEN THE DRIVER DOOR IS AJAR (NO KEY IN IGNITION AND HEADLAMPS OFF)

Test Step	Result / Action to Take
BA1 CHECK CIRCUIT 30S-GM7 (RD/WH) FOR A SHORT TO VOLTAGE	
• Disconnect: Instrument Cluster C220a. • Measure the voltage between the instrument cluster C220a-21, circuit 30S-GM7 (RD/WH), harness side and ground.  • **Is any voltage present?**	**Yes** GO to BA2 . **No** GO to BA3 .
BA2 CHECK KEY-IN-IGNITION SWITCH	
• Disconnect: Ignition Switch C250. • Measure the voltage between the instrument cluster C220a-21, circuit 30S-GM7 (RD/WH), harness side and ground.  • **Is any voltage indicated?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** INSTALL a new ignition switch. REFER to Section 211-00 . TEST the system for normal operation.
BA3 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	
• Disconnect all the instrument cluster connectors. • Check for: • corrosion	**Yes** INSTALL a new instrument cluster. REFER to Instrument Cluster in this section. TEST the system for normal operation.

• pushed-out pins • Connect all the instrument cluster connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Parking Aid Printable View (258 KB)

Refer to Wiring Diagrams Cell 131 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418 F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with the appropriate adaptor cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of electrical damage.

   Visual Inspection Chart

Electrical
• Central junction box (CJB) fuse 29 (5A) • Circuitry • Parking aid module • Parking aid sensors

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.
5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.
6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+ or SCP- circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .

- No response/not equipped for the parking aid module, Go To Pinpoint Test BB .
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self-test diagnostics for the instrument cluster.

7. If the DTCs retrieved are related to the concern, go to the Parking Aid Module Diagnostic Trouble Code (DTC) Index.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

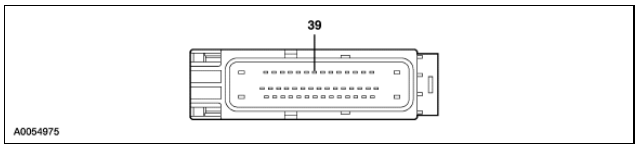
Parking Aid Module Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1299	Power Supply Sensor Circuit Short to Ground	Parking Aid Module	Go To Pinpoint Test BC .
B1342	ECU is Defective	Parking Aid Module	CLEAR the DTCs. REPEAT the parking aid module self-test. If DTC B1342 is retrieved again, INSTALL a new parking aid module. REFER to Parking Aid Module in this section. CLEAR all DTCs. REPEAT the self-test.
B1627	PRNDL Reverse Input Circuit Failure	Parking Aid Module	Go To Pinpoint Test BC .
B2844	Ignition Voltage Out Of Range	Parking Aid Module	Go To Pinpoint Test BC .
B2904	Partial Mute Circuit Failure	Parking Aid Module	Go To Pinpoint Test BC .
C1700	Left Rear Sensor Circuit Failure Or Blockage	Parking Aid Module	CLEAN the rear bumper and sensors with high-pressure water. CLEAR the DTCs. REPEAT the self-test. If the DTC returns, Go To Pinpoint Test BC .
C1703	Right Rear Sensor Circuit Failure Or Blockage	Parking Aid Module	CLEAN the rear bumper and sensors with high-pressure water. CLEAR the DTCs. REPEAT the self-test. If the DTC returns, Go To Pinpoint Test BC .
C1983	Radar Sensor Fault	Parking Aid Module	CLEAN the rear bumper and sensors with high-pressure water. CLEAR the DTCs. REPEAT the self-test. If the DTC returns, INSTALL a new parking aid radar sensor; REFER to Parking Aid Sensor in this section. CLEAR all DTCs.
C1984	Radar Sensor Circuit Failure	Parking Aid Module	Go To Pinpoint Test BC .
C1985	Parking Aid Switch Stuck Low	Parking Aid Module	Go To Pinpoint Test BC .
B1992	Vehicle Speed Circuit Failure	Parking Aid Module	Go To Pinpoint Test BC .

Symptom Chart

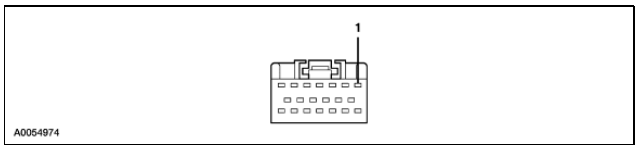
Symptom Chart
Connector Circuit Reference

Anti-lock Brake System (ABS) C155



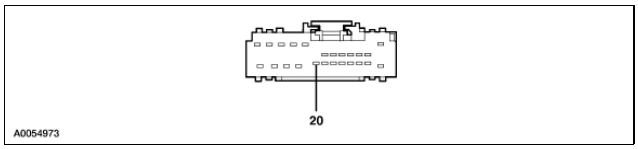
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
39	Circuit 8-GN14 (WH/BK) input circuit from ABS to the parking aid module.	5 ohms or less between parking aid module and ABS. 10,000 ohms or greater between parking aid module and ground.

Audio Unit C240c (CDX6)



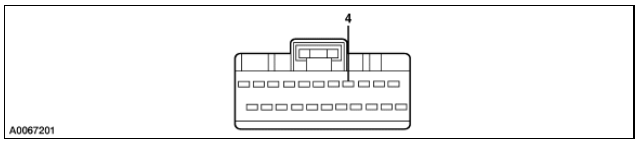
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 8-GN17 (WH/RD) mute signal circuit to audio unit from parking aid module.	5 ohms or less between parking aid module and audio unit. 10,000 ohms or greater between parking aid module and ground.

Audio Unit C290b (DM100i) or C2253a (VNR)



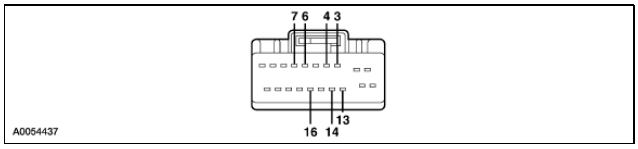
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
20	Circuit 8-GN17 (WH/RD) mute signal circuit to audio unit from parking aid module.	5 ohms or less between parking aid module and audio unit. 10,000 ohms or greater between parking aid module and ground.

Rear Electronic Module (REM) C420b



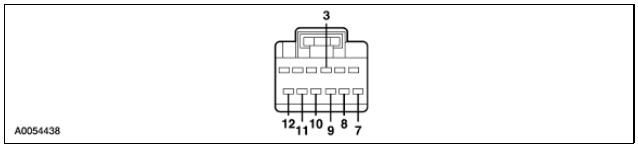
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	Circuit 8-GN11 (WH/RD) reverse output to the parking aid module.	10 volts or greater during key in ON position with reverse gear engaged.

Parking Aid Module C4014a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	Circuit 9-GN1 (BN/RD) ground for the parking aid sensors.	5 ohms or less between parking aid module and sensor. 5 ohms or less to ground. 0 volts at all times.
4	Circuit 31S-GN21 (BK/OG) ground for the parking aid sensor.	5 ohms or less between parking aid module and sensor. 5 ohms or less to ground. 0 volts at all times.
6	Circuit 8-GN20 (WH/RD) input from parking aid sensor.	5 ohms or less between parking aid module and sensor.
7	Circuit 8-GN19 (WH) input from parking aid sensor.	5 ohms or less between parking aid module and sensor.
13	Circuit 7-GN1 (YE) power to parking aid sensors.	10 volts or greater during key ON position with parking aid on. 10,000 ohms or greater with key OFF to ground.
14	Circuit 7-GN21 (YE/BU) power to parking aid sensor.	10 volts or greater during key ON position with parking aid on. 10,000 ohms or greater with key OFF to ground.
16	Circuit 8-GN21 (WH/BU) input from parking aid sensor.	5 ohms or less between parking aid module and sensor.

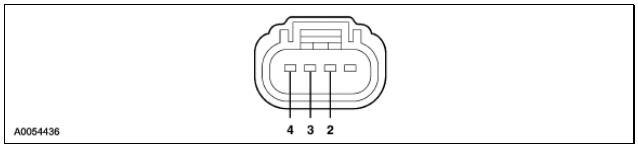
Parking Aid Module C4014b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

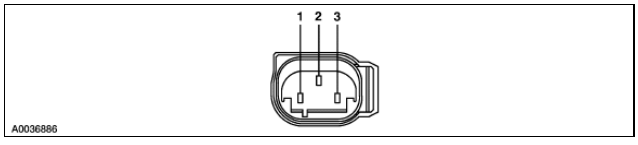
3	Circuit 8-GN17 (WH/RD) mute signal from the parking aid module to the radio.	5 ohms or less between the parking aid module and the radio.
7	Circuit 91-GN10 (BN) parking aid module ground.	5 ohms or less to ground. 0 volts at all times.
8	Circuit 8-GN14 (WH/BK) vehicle speed input.	5 ohms or less between the parking aid module and the anti-lock brake system (ABS) module.
9	Circuit 8-GN12 (WH/BU), parking aid enable/disable input from the parking aid switch.	5 ohms or less between parking aid module and parking aid switch.
10	Circuit 7-GN23 (YE/BK) signal circuit to the parking aid disabled lamp.	5 ohms or less between parking aid module and parking aid disable switch.
11	Circuit 8-GN11 (WH/RD) reverse input to the parking aid module.	10 volts or greater during key in ON position with reverse gear engaged.
12	Circuit 20-GN10 (PK/YE) B+ power feed, not in the START/RUN position.	10 volts or greater in START/RUN, less than 5 ohms resistance between the parking aid module and the central junction box (CJB), greater than 10,000 ohms between the parking aid module and ground.

Parking Aid Sensor C4191



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	Circuit 8-GN21 (WH/BU) signal circuit to parking aid module from parking aid sensor.	5 ohms or less between parking aid sensor and parking aid module.
3	Circuit 31S-GN21 (BK/OG) parking aid sensor ground through parking aid module.	5 ohms or less to ground. 0 volts at all times.
4	Circuit 7-GN21 (YE/BU) parking aid sensor power from the parking aid module.	10 volts or greater with key in ON position and parking aid on.

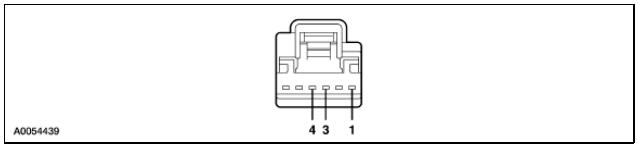
Parking Aid Sensor C4192 and C4193



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C4192)	Circuit 8-GN20 (WH/RD) signal circuit to parking aid module from parking aid sensor.	5 ohms or less between parking aid sensor and parking aid module.
1 (C4193)		

	Circuit 8-GN19 (WH) signal circuit to parking aid module from parking aid sensor.	5 ohms or less between parking aid sensor and parking aid module.
2 (C4192)	Circuit 9-GN20 (BN/RD) parking aid sensor ground through parking aid module.	5 ohms or less to ground. 0 volts at all times.
2 (C4193)	Circuit 9-GN19 (BN) parking aid sensor ground through parking aid module.	5 ohms or less to ground. 0 volts at all times.
3 (C4192)	Circuit 7-GN20 (YE/RD) parking aid sensor power from the parking aid module.	10 volts or greater with key in ON position and parking aid on.
3 (C4193)	Circuit 7-GN19 (YE) parking aid sensor power from the parking aid module.	10 volts or greater with key in ON position and parking aid on.

Parking Aid Switch C9011



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 7-GN23 (YE/BK) signal circuit to parking aid indicator from parking aid module.	5 ohms or less between parking aid module and parking aid switch.
3	Circuit 31-GN12 (BK/OG) ground circuit.	5 ohms or less between parking aid switch and ground.
4	Circuit 8-GN12 (WH/BU) parking aid enable/disable input from parking aid switch to parking aid module.	5 ohms or less between parking aid module and parking aid switch.

Pinpoint Test BB: No Communication With The Parking Aid Module

Normal Operation

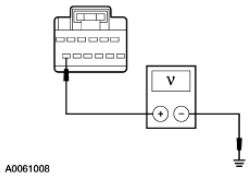
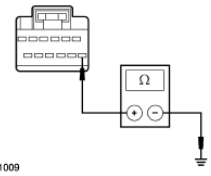
The parking aid module communicates to the diagnostic tool through circuit 4-GN10 (GY). Power is supplied to the parking aid module on circuit 20-GN10 (PK/YE). The parking aid module is grounded through circuit 91-GN10 (BN).

Possible Causes

- parking aid module
- circuit 20-GN10 (PK/YE) open
- circuit 91-GN10 (BN) open
- circuit 4-GN10 (GY) open

PINPOINT TEST BB: NO COMMUNICATION WITH THE PARKING AID MODULE

Test Step	Result / Action to Take
⚠ CAUTION: Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.	

BB1 CHECK CIRCUIT 20-GN10 (PK/YE) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Parking Aid Module C4014b. • Key in ON position. • Measure the voltage between the parking aid module C4014b-12, circuit 20-GN10 (PK/YE), harness side and ground.  A0061008 • **Is the voltage greater than 10 volts?**	**Yes** GO to BB2 . **No** REPAIR the circuit. TEST the system for normal operation.
BB2 CHECK CIRCUIT 91-GN10 (BN) FOR OPEN	
• Key in OFF position. • Measure the resistance between the parking aid module C4014b-7, circuit 91-GN10 (BN), harness side and ground.  A0061009 • **Is the resistance less than 5 ohms?**	**Yes** REFER to Section 418-00 . **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test BC: The Parking Aid Is Inoperative

Normal Operation

The parking aid system is enabled when the vehicle key is in RUN position and REVERSE gear is selected. The parking aid module supplies power to the parking aid sensors on circuit 7-GN1 (YE) and circuit 7-GN21 (YE/BU). The parking aid module supplies ground to the parking aid sensors on circuit 9-GN1 (BN/RD) and circuit 31S-GN21 (BK/OG). The parking aid module receives a signal from the parking aid sensors on circuits 8-GN19 (WH), 8-GN20 (WH/RD) and 8-GN21 (WH/BU). The system can be enabled/disabled through the parking aid switch. The parking aid speaker is integral to the parking aid module. A 750 Hz variable warning tone is generated by the parking aid speaker. The parking aid speaker increases the warning tone rate as the vehicle gets closer to an obstacle.

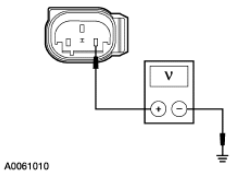
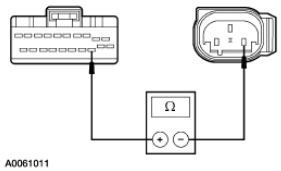
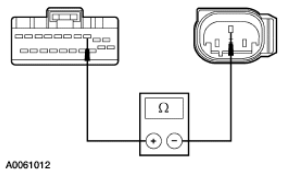
Possible Causes

- anti-lock brake system (ABS) module
- audio unit
- bumper
- parking aid switch
- parking aid sensor
- parking aid module
- parking aid speaker
- rear electronic module (REM)
- circuit 20-GN10 (PK/YE) open
- circuit 91-GN10 (BN) open

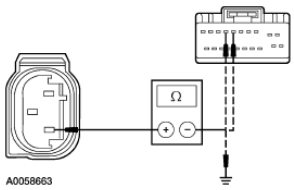
- circuit 8-GN12 (WH/BU) short to ground
- circuit 8-GN11 (WH/RD) open
- circuit 7-GN23 (YE/BK) open, shorted to ground or shorted to power
- circuit 7-GN1 (YE) open or shorted to ground
- circuit 7-GN21 (YE/BU) open or shorted to ground
- circuit 9-GN1 (BN/RD) open
- circuit 31S-GN21 (BK/OG) open
- circuit 8-GN19 (WH) open, shorted to ground or shorted to power
- circuit 8-GN20 (WH/RD) open, shorted to ground or shorted to power
- circuit 8-GN21 (WH/BU) open, shorted to ground or shorted to power
- circuit 8-GN17 (WH/RD) open
- circuit 8-GN14 (WH/BK) open

PINPOINT TEST BC: THE PARKING AID IS INOPERATIVE

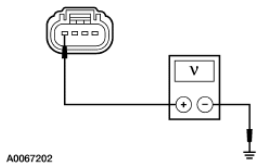
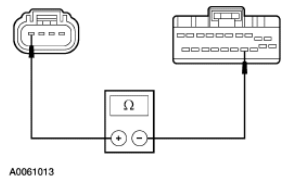
Test Step	Result / Action to Take
⚠ CAUTION: Use the correct probe adapter(s) when making measurements. Failure to use the correct probe adapter(s) may damage the connector.	
BC1 CHECK THE RECORDED DTCS FROM THE PARKING AID MODULE SELF-TEST	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Parking Aid Module Self-Test. • **Are any DTCs recorded?**	**Yes** If DTC C1700 or C1703 GO to BC2 . If DTC C1984, GO to BC6 . If DTC B1299, GO to BC10 . If DTC B2844, GO to BC12 . If DTC C1985, GO to BC13 . If DTC B1627, GO to BC15 . If DTC B2904, GO to BC18 . If DTC C1992, GO to BC23 . **No** GO to BC26 .
BC2 CHECK POWER SUPPLY CIRCUIT	
• Disconnect the suspect parking aid sensor. • Key in ON position. • Measure the voltage between the (LH) parking aid sensor C4192-3, circuit 7-GN20 (YE/RD) , harness side and ground; or between the (RH) parking aid sensor C4193-3, circuit 7-GN19 (YE), harness side and ground.	**Yes** GO to BC4 . **No** GO to BC3 .

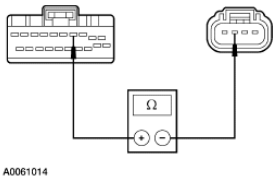
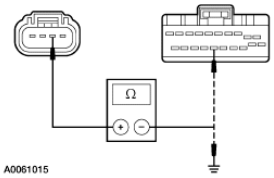
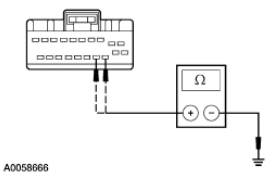
 A0061010 • **Is the voltage greater than 10 volts?**	
BC3 CHECK POWER SUPPLY CIRCUIT FOR OPEN	
• Key in OFF position. • Disconnect: Parking Aid Module C4014a. • Measure the resistance between the parking aid module C4014a-13, circuit 7-GN1 (YE), harness side and the suspect parking aid sensor C4192-3 (LH), circuit 7-GN20 (YE/RD) , harness side or C4193-3 (RH), circuit 7-GN19 (YE), harness side.  A0061011 • **Is the resistance less than 5 ohms?**	**Yes** GO to BC27 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.
BC4 CHECK SIGNAL RETURN CIRCUIT FOR OPEN	
• Key in OFF position. • Disconnect: Parking Aid Module C4014a. • Measure the resistance between the parking aid module C4014a-3, circuit 9-GN1 (BN/RD), harness side and the suspect parking aid sensor C4192-2 (LH), circuit 9-GN20 (BN/RD), harness side or C4193-2 (RH), circuit 9-GN19 (BN), harness side.  A0061012 • **Is the resistance less than 5 ohms?**	**Yes** GO to BC5 . **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.
BC5 CHECK SIGNAL CIRCUIT FOR OPEN OR SHORT TO GROUND	
• Measure the resistance between the suspect parking aid sensor and the parking aid module, harness side; and measure the resistance between the suspect parking aid sensor, harness side and ground.	**Yes** INSTALL a new parking aid sensor. REFER to Parking Aid Sensor in this section. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

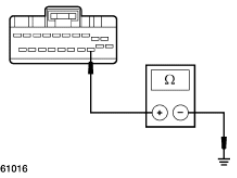
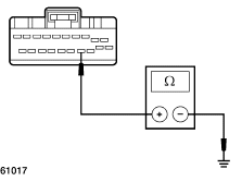
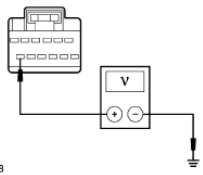
Parking Aid Module	Parking Aid Sensor	Circuit
C4014a-7	C4193-1	8-GN19 (WH)
C4014a-6	C4192-1	8-GN20 (WH/RD)

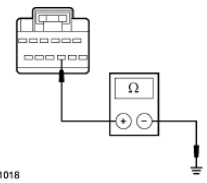
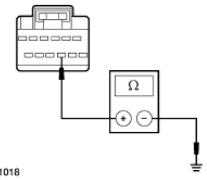
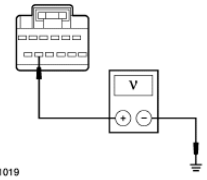


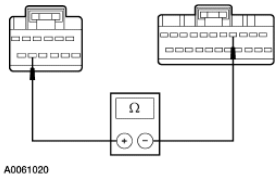
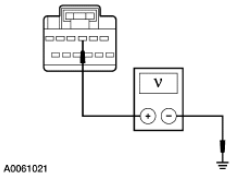
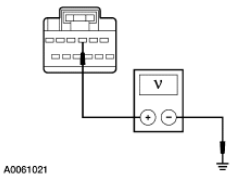
- **Is the resistance less than 5 ohms between the parking aid sensor and the parking aid module and greater than 10,000 ohms between the parking aid sensor and ground?**

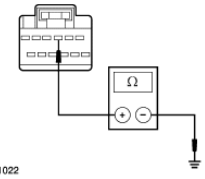
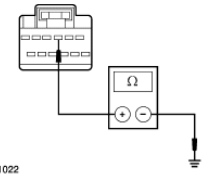
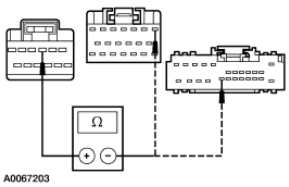
BC6 CHECK CIRCUIT 7-GN21 (YE/BU) FOR POWER	
• Disconnect: Parking Aid Sensor C4191. • Key in ON position. • Measure the voltage between the parking aid sensor C4191-4, circuit 7-GN21 (YE/BU) , harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to BC8 . **No** GO to BC7 .
BC7 CHECK CIRCUIT 7-GN21 (YE/BU) FOR OPEN	
• Key in OFF position. • Disconnect: Parking Aid Module C4014a. • Measure the resistance between the parking aid sensor C4191-4, circuit 7-GN21 (YE/BU), harness side and the parking aid module C4014a-14, circuit 7-GN21 (YE/BU), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to BC27 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC8 CHECK CIRCUIT 31S-GN21 (BK/OG) FOR OPEN	

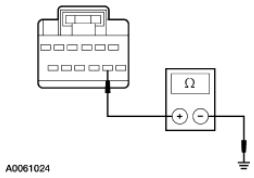
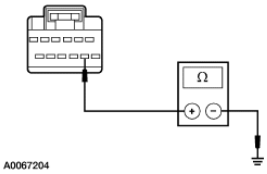
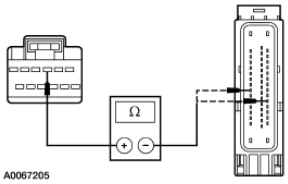
• Key in OFF position. • Disconnect: Parking Aid Module C4014a. • Measure the resistance between the parking aid module C4014a-4, circuit 31S-GN21 (BK/OG), harness side and the parking aid sensor C4191-3, circuit 31S-GN21 (BK/OG), harness side.  A0061014 • **Is the resistance less than 5 ohms?**	**Yes** GO to BC9 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC9 CHECK CIRCUIT 8-GN21 (WH/BU) FOR OPEN OR SHORT TO GROUND	
• Measure the resistance between the parking aid sensor C4191-2, circuit 8-GN21 (WH/BU), harness side and the parking aid module C4014a-16, circuit 8-GN21 (WH/BU), harness side; and measure the resistance between the parking aid sensor C4191-2, circuit 8-GN21 (WH/BU), harness side and ground.  A0061015 • **Is the resistance less than 5 ohms between the parking aid sensor and the parking aid module and greater than 10,000 ohms between the parking aid sensor and ground?**	**Yes** INSTALL a new parking aid sensor. REFER to Parking Aid Sensor in this section. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC10 CHECK POWER SUPPLY CIRCUIT FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: Parking Aid Module C4014a. • Measure the resistance between the parking aid module C4014a-13, circuit 7-GN1 (YE), harness side and ground; and measure the resistance between the parking aid module C4014a-14, circuit 7-GN21 (YE/BU), harness side and ground.  A0058666 • **Is each resistance between 0 and 5 ohms?**	**Yes** GO to BC11 . **No** GO to BC27 .

BC11 CHECK POWER SUPPLY CIRCUIT FOR SHORT TO GROUND IN PARKING AID SENSOR	
• Measure the resistance between the parking aid module C4014a-13, circuit 7-GN1 (YE), harness side and ground while disconnecting the LH and RH parking aid sensors.  A0061016 • Measure the resistance between the parking aid module C4014a-14, circuit 7-GN21 (YE/BU), harness side and ground while disconnecting the center parking aid sensor.  A0061017 • **Does the resistance change to greater than 5 ohms after disconnecting the suspect parking aid sensor(s)?**	**Yes** INSTALL the new parking aid sensor(s) in question. REFER to Parking Aid Sensor in this section. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.
BC12 CHECK CIRCUIT 20-GN10 (PK/YE) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Parking Aid Module C4014b. • Key in ON position. • Measure the voltage between the parking aid module C4014b-12, circuit 20-GN10 (PK/YE), harness side and ground.  A0061008 • **Is the voltage greater than 10 volts?**	**Yes** GO to BC27 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC13 CHECK CIRCUIT 8-GN12 (WH/BU) FOR SHORT	
• Key in OFF position. • Disconnect: Parking Aid Module C4014b. • Measure the resistance between the parking aid module C4014b-9, circuit 8-GN12 (WH/BU), harness side and ground.	**Yes** GO to BC27 . **No** GO to BC14 .

 A0061018 • **Is the resistance greater than 10,000 ohms?**	
BC14 CHECK CIRCUIT 8-GN12 (WH/BU) FOR SHORT TO GROUND	
• Disconnect: Parking Aid Switch C9011. • Measure the resistance between the parking aid module C4014b-9, circuit 8-GN12 (WH/BU), harness side and ground.  A0061018 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new parking aid switch. REFER to Parking Aid Switch in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC15 CHECK REVERSE LAMPS OPERATION	
• Key in ON position. • Place the transmission in REVERSE. • Check the reverse lamps operation. • **Do the reverse lamps illuminate?**	**Yes** GO to BC16 . **No** REFER to Section 417-01 .
BC16 CHECK CIRCUIT 8-GN11 (WH/RD) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Parking Aid Module C4014b. • Key in ON position. • Place the transmission in REVERSE. • Measure the voltage between the parking aid module C4014b-11, circuit 8-GN11 (WH/RD), harness side and ground.  A0061019 • **Is the voltage greater than 10 volts?**	**Yes** GO to BC27 . **No** GO to BC17 .
BC17 CHECK CIRCUIT 8-GN11 (WH/RD) FOR OPEN	
• Key in OFF position. • Disconnect: REM C420b. • Measure the resistance between the parking aid module C4014b-11, circuit 8-GN11 (WH/RD), harness side and the REM C420b-4, circuit 8-GN11 (WH/RD), harness side.	**Yes** GO to BC28 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

 • **Is the resistance less than 5 ohms?**	
BC18 CHECK CIRCUIT 8-GN17 (WH/RD) FOR SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Parking Aid Module C4014b. • Key in ON position. • Measure the voltage between the parking aid module C4014b-3, circuit 8-GN17 (WH/RD), harness side and ground.  • **Is any voltage indicated?**	**Yes** GO to BC19 . **No** GO to BC20 .
BC19 CHECK CIRCUIT 8-GN17 (WH/RD) FOR SHORT TO VOLTAGE IN AUDIO UNIT	
• Key in OFF position. • Disconnect: Audio Unit C290b (DM100i) or C240c (CDX6) or C2253a (VNR). • Key in ON position. • Measure the voltage between the parking aid module C4014b-3, circuit 8-GN17 (WH/RD), harness side and ground.  • **Is any voltage indicated?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** REMOVE the audio unit and SEND it to an authorized Ford audio system repair facility. REFER to Section 415-00 . CLEAR the DTCs. TEST the system for normal operation.
BC20 CHECK CIRCUIT 8-GN17 (WH/RD) FOR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between the parking aid module C4014b-3, circuit 8-GN17 (WH/RD), harness side and ground.	**Yes** GO to BC22 . **No** GO to BC21 .

 A0061022 • **Is the resistance greater than 10,000 ohms?**	
BC21 CHECK CIRCUIT 8-GN17 (WH/RD) FOR SHORT TO GROUND IN RADIO	
• Disconnect: Audio Unit C290b (DM100i) or C240c (CDX6) or C2253a (VNR). • Measure the resistance between the parking aid module C4014b-3, circuit 8-GN17 (WH/RD), harness side and ground.  A0061022 • **Is the resistance greater than 10,000 ohms?**	**Yes** REMOVE the audio unit and SEND it to an authorized Ford audio system repair facility. REFER to Section 415-00 . CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC22 CHECK CIRCUIT 8-GN17 (WH/RD) FOR OPEN	
• Disconnect: Audio Unit C290b (DM100i) or C240c (CDX6) or C2253a (VNR). • Measure the resistance between the parking aid module C4014b-3, circuit 8-GN17 (WH/RD), harness side and the audio unit connector, harness side. **Connector and Pin / Circuit** C290b-20 (DM100i) / 8-GN17 (WH/RD) C240c-1 (CDX6) / 8-GN17 (WH/RD) C2253a-20 (VNR) / 8-GN17 (WH/RD)  A0067203 • **Is the resistance less than 5 ohms?**	**Yes** GO to BC27 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC23 CHECK CIRCUIT 8-GN14 (WH/BK) FOR SHORT TO GROUND	

• Key in OFF position. • Disconnect: Parking Aid Module C4014b. • Measure the resistance between the parking aid module C4014b-8, circuit 8-GN14 (WH/BK), harness side and ground.  A0061024 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to BC25 . **No** GO to BC24 .
BC24 CHECK CIRCUIT 8-GN14 (WH/BK) FOR SHORT TO GROUND IN ABS MODULE	
• Disconnect: ABS C155. • Measure the resistance between the parking aid module C4014b-8, circuit 8-GN14 (WH/BK), harness side and ground.  A0067204 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new ABS module. REFER to Section 206-09 . CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC25 CHECK CIRCUIT 8-GN14 (WH/BK) FOR OPEN	
• Disconnect: ABS C155. • Measure the resistance between the parking aid module C4014b-8, circuit 8-GN14 (WH/BK), harness side and the ABS C155-39 with stability assist or C155-6 without stability assist, circuit 8-GN14 (WH/BK), harness side.  A0067205 • **Is the resistance less than 5 ohms?**	**Yes** GO to BC27 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
BC26 CHECK PARKING AID MODULE SENSORS FOR CORRECT ALIGNMENT	
NOTE: If the vehicle has been in an accident, the parking aid module sensors may not be aligned correctly. • Check the bumper for correct alignment, refer to Elevation System Check in this section. • Check the parking aid sensor(s) and bezel(s) for correct adjustment. Refer to Azimuth System Check (Minimum	**Yes** GO to BC27 . **No** INSTALL a new bumper. REFER to Section 501-00 . If the vehicle has been in an accident, further

Detectable Object Verification) in this section. • **Are the bumper and parking aid sensors correctly aligned?**	body work may be required to bring the parking aid sensors into correct alignment.
BC27 CHECK FOR CORRECT PARKING AID MODULE OPERATION	

• Disconnect all the parking aid module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the parking aid module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new parking aid module. REFER to Parking Aid Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

BC28 CHECK FOR CORRECT REM OPERATION	

• Disconnect all the REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test BD: The Parking Aid Is Inoperative Disabled Indicator Is Always On/Never On

Normal Operation

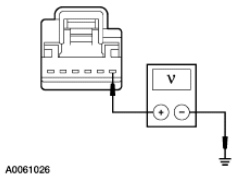
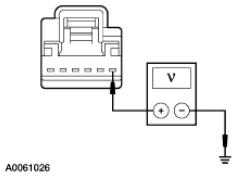
The parking aid module illuminates the disabled indicator by supplying the power on circuit 7-GN23 (YE/BK). The parking aid switch disabled indicator is grounded through circuit 31-GN12 (BK/OG).

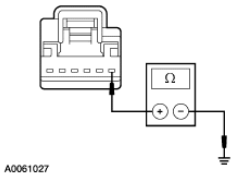
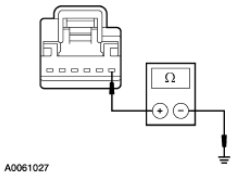
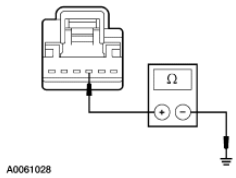
Possible Causes

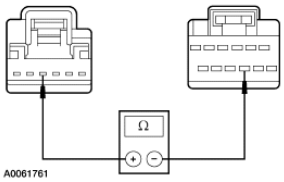
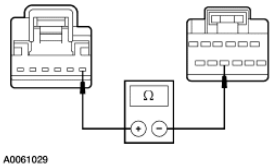
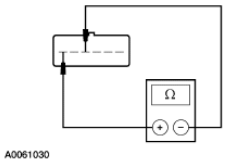
- parking aid module
- parking aid switch
- circuit 7-GN23 (YE/BK) open or shorted
- circuit 31-GN12 (BK/OG) open
- circuit 8-GN12 (WH/BU) open

PINPOINT TEST BD: THE PARKING AID IS INOPERATIVE DISABLED INDICATOR IS ALWAYS ON/NEVER ON

Test Step	Result / Action to Take
BD1 CHECK THE RECORDED DTCS FROM PARKING AID MODULE SELF-TEST	
• Key in OFF position.	**Yes** Go To Pinpoint Test BC to continue

• Connect the diagnostic tool. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Parking Aid Module Self-Test. • **Are any DTCs recorded?**	diagnosis. **No** GO to BD2 .
BD2 CHECK PARKING AID INDICATOR OPERATION	
• Key in ON position. • Place the transmission in REVERSE. • Monitor the parking aid indicator while pressing the parking aid switch. • Press the parking aid switch to disable the parking aid system. • Press the parking aid switch to enable the parking aid system. • **Is the indicator on after pressing the switch to disable the system and is the indicator off after pressing the switch to enable the system?**	**Yes** The system is operating correctly at this time. **No** GO to BD3 .
BD3 CHECK CIRCUIT 7-GN23 (YE/BK) FOR SHORT TO VOLTAGE	
• Key in OFF position. • Disconnect: Parking Aid Switch C9011. • Key in ON position. • Measure the voltage between the parking aid switch C9011-1, circuit 7-GN23 (YE/BK), harness side and ground.  A0061026 • **Is the voltage greater than 10 volts?**	**Yes** GO to BD4 . **No** GO to BD5 .
BD4 CHECK CIRCUIT 7-GN23 (YE/BK) FOR SHORT TO VOLTAGE IN MODULE	
• Key in OFF position. • Disconnect: Parking Aid Module C4014b. • Key in ON position. • Measure the voltage between the parking aid switch C9011-1, circuit 7-GN23 (YE/BK), harness side and ground.  A0061026 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to BD10 .

BD5 CHECK CIRCUIT 7-GN23 (YE/BK) FOR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between the parking aid switch C9011-1, circuit 7-GN23 (YE/BK), harness side and ground.  A0061027 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to BD7 . **No** GO to BD6 .
BD6 CHECK CIRCUIT 7-GN23 (YE/BK) FOR SHORT TO GROUND IN MODULE	
• Disconnect: Parking Aid Module C4014b. • Measure the resistance between the parking aid switch C9011-1, circuit 7-GN23 (YE/BK), harness side and ground.  A0061027 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to BD10 . **No** REPAIR the circuit. TEST the system for normal operation.
BD7 CHECK CIRCUIT 31-GN12 (BK/OG) FOR OPEN	
• Measure the resistance between the parking aid switch C9011-3, circuit 31-GN12 (BK/OG), harness side and ground.  A0061028 • **Is the resistance less than 5 ohms?**	**Yes** GO to BD8 . **No** REPAIR the circuit. TEST the system for normal operation.
BD8 CHECK CIRCUIT 8-GN12 (WH/BU) FOR OPEN	
• Disconnect: Parking Aid Module C4014b. • Measure the resistance between the parking aid switch C9011-4, circuit 8-GN12 (WH/BU), harness side and the parking aid module C4014b-9, circuit 8-GN12 (WH/BU), harness side.	**Yes** GO to BD9 . **No** REPAIR the circuit. TEST the system for normal operation.

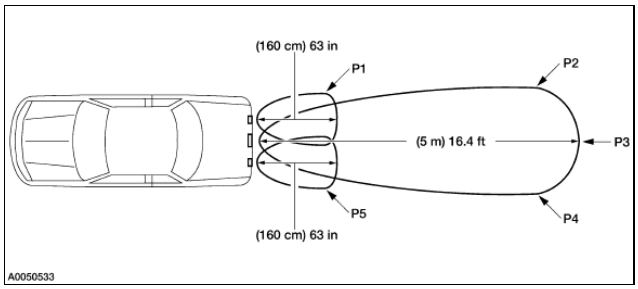
 A0061761 • **Is the resistance less than 5 ohms?**	
BD9 CHECK CIRCUIT 7-GN23 (YE/BK) FOR OPEN	
• Disconnect: Parking Aid Module C4014b. • Measure the resistance between the parking aid switch C9011-1, circuit 7-GN23 (YE/BK), harness side and the parking aid module C4014b-10, circuit 7-GN23 (YE/BK), harness side.  A0061029 • **Is the resistance less than 5 ohms?**	**Yes** GO to BD10 . **No** REPAIR the circuit. TEST the system for normal operation.
BD10 CHECK PARKING AID SWITCH	
• Measure the resistance between the parking aid switch C9011-1, component side and C9011-3, component side.  A0061030 • **Is the resistance less than 10,000 ohms?**	**Yes** GO to BD11 . **No** INSTALL a new parking aid switch. REFER to Parking Aid Switch in this section. TEST the system for normal operation.
BD11 CHECK FOR CORRECT PARKING AID MODULE OPERATION	

• Disconnect all the parking aid module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all the parking aid module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new parking aid module. REFER to Parking Aid Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Azimuth System Check

Printable View (28 KB)

Maximum Detectable Object Locations



1. **NOTE:** The object used in this system check can be fabricated from 7.62 cm (3 in) in diameter plastic pipe 99.06 cm (39 in) length (available as PVC pipe, or similar from a hardware or plumbing supply).

   NOTE: The following system check should be carried out with the vehicle on a level surface.

   NOTE: The parking aid system will default to on when the ignition key is cycled from OFF to ON.

   Key in ON position, engine OFF.

2. Set the parking brake on.

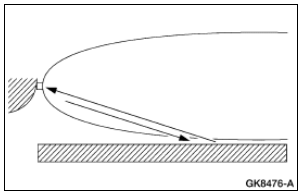
3. Place the transmission in REVERSE.

4. Verify that the parking aid system detects the specified object when placed within the five specified locations (P1, P2, P3, P4, P5). These zones are shown ideally and are not absolute. Pipe should be inside of locations.

Elevation System Check

Printable View (15 KB)

1. Check the ground reflection verification and sensor coverage pattern.



2. The parking aid system must be checked to make sure that the system does not see signals from ground reflections.

3. The following system check should be carried out with the vehicle on a 3.0 meters wide by 4.5 meters deep (15 feet wide by 10 feet deep) smooth concrete surface, free of all obstacles and noise from fan and pneumatic tools.

4. Turn the ignition to the ON position, engine OFF.

5. Set the parking brake on.

6. Place the transmission selector lever in REVERSE.

7. **NOTE:** No audible alerts should be heard. If audible alerts are heard, check to make sure the bumper is correctly installed and is not tilted downward so that the sensor is pointing at the ground.

   Verify that no audible alerts are heard.

Belt Minder Deactivating/Activating

Printable View (8 KB)

Preparation

1. Before deactivating/activating the belt minder, set the parking brake.
2. Place an automatic transmission PARK or a manual transmission in NEUTRAL position.
3. Key in OFF position.
4. Close all the vehicle doors.
5. Unbuckle the driver safety belt.
6. Place the parking lamps/headlamps switch in the OFF position.

Deactivating/Activating

1. Start with the ignition OFF and the driver and passenger safety belts unbuckled.
2. Turn the ignition to RUN (it is not required to start the vehicle.)
3. Wait until the safety belt warning lamp turns off (approximately one minute.)
4. Buckle then unbuckle the driver or passenger safety belt three times, ending in the unbuckled state.
5. Turn the headlamps ON then OFF.
6. Buckle then unbuckle the driver or passenger safety belt three times, ending in the unbuckled state. Steps 4 through 6 must be completed within 60 seconds.
7. After Step 6 is complete the safety belt warning lamp will be turned on for three seconds.
8. After the safety belt warning lamp turns off, buckle, then unbuckle the safety belt again. This step must be completed within 10 seconds. This will enable the beltminder if it is currently disabled, or will disable the beltminder if it is currently enabled.
9. Confirmation of enabling the beltminder is provided to the customer by the safety belt warning lamp flashing four times per second for three seconds, followed by flashing four times per second for three seconds again.
10. Confirmation of disabling the beltminder is provided to the customer by the safety belt warning lamp flashing four times per second for three seconds.
11. Customer programming of the beltminder is automatically exited after completion of the customer confirmation.
12. The beltminder will automatically exit the programming mode without changing its enable status if Step 8 does not occur within 10 seconds of the end of Step 6.

13. Performing Steps 1-12 using only the driver safety belt will permanently enable/ disable the driver beltminder feature.

14. Performing Steps 1-12 using only the passenger safety belt will permanently enable/disable the passenger beltminder feature.

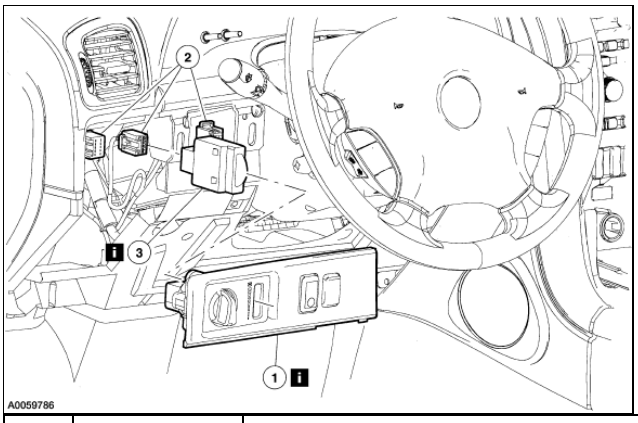
15. Only one side (driver or passenger) can be enabled/disabled per key cycle. While programming the driver side, any activity on the passenger safety belt will abort the programming sequence. While programming the passenger side, any activity on the driver safety belt will terminate the programming sequence.

16. The programming sequence will abort if a system fault occurs that requires the illumination of the safety belt warning lamp at any time during programming or confirmation.

Instrument Cluster and Panel Illumination Printable View (126 KB)

1. Remove the instrument panel steering column cover. For additional information, refer to Section 501-01 .

2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	044B89	Outer instrument panel finish panel Removal Note
2	14401	Headlamp switch and dimmer switch electrical connectors
3	13K196	Dimmer switch Removal Note

3. To install, reverse the removal procedure.

Item 1: Outer Instrument Panel Finish Panel Removal Note

1. The outer instrument panel finish panel is held in place by spring clips located on the housing.

Item 3: Dimmer Switch Removal Note

1. Release the retaining tabs to remove the dimmer switch.

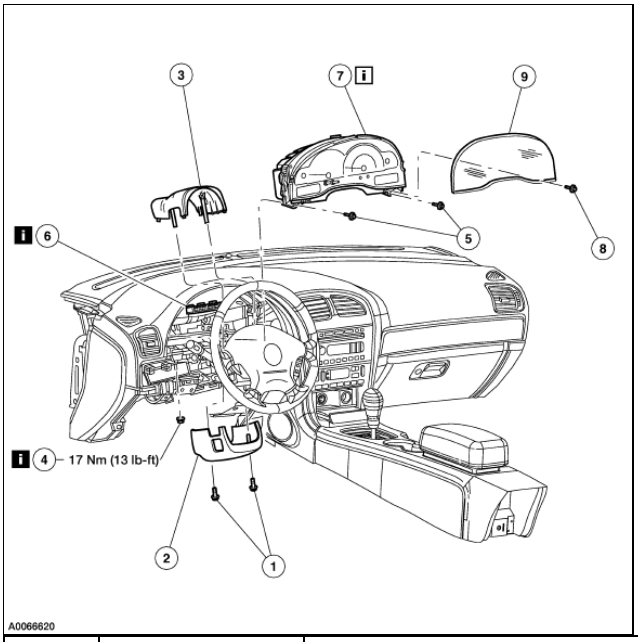
Instrument Cluster Printable View (118 KB)

⚠ CAUTION: Prior to removal of the module, it is necessary to upload module configuration information to the diagnostic tool. This information needs to be downloaded into the new module once installed. For additional information, refer to Section 418-00 .

⚠ CAUTION: Electronic modules are sensitive to electrical charges. If exposed to these charges, damage may result.

NOTE: The instrument cluster is not repairable at the dealership. Do not disassemble the instrument cluster.

1. Tilt the steering column to the lowest position and telescope (extend) the steering column to the farthest position.
2. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
3. Remove the instrument panel cluster finish panel. For additional information, refer to Section 501-01 .
4. Remove the lower instrument panel steering column reinforcement. For additional information, refer to Section 501-01 .
5. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	504246	Steering column cover screws (two req'd)
2	3530	Lower steering column cover
3	3533	Upper steering column cover
4	700390	Steering column nuts (four req'd) Removal Note
5	805589	Instrument cluster screws (four req'd)
6	14401	Instrument cluster electrical connectors Removal Note

7	10849	Instrument cluster Installation Note
8		Instrument cluster lens screws (five req'd)
9	10890	Instrument cluster lens

6. To install, reverse the removal procedure.

Item 4: Steering Column Nuts Removal Note

1. Loosen but do not remove the steering column nuts.

Item 6: Instrument Cluster Electrical Connectors Removal Note

1. **⚠ CAUTION: To avoid damage to the instrument cluster lens, place a protective cloth over the upper steering column before removing the instrument cluster.**

   Pull the instrument cluster out from the instrument panel and disconnect the electrical connectors.

Item 7: Instrument Cluster Installation Note

1. **⚠ CAUTION: To avoid damage to the instrument cluster lens, place a protective cloth over the upper steering column before installing the instrument cluster.**

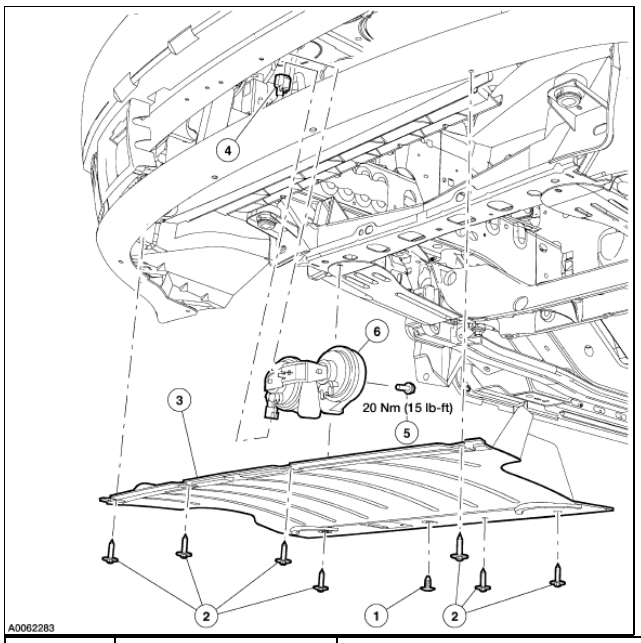
   ⚠ CAUTION: Once the new module is installed, it is necessary to download the module configuration information from the diagnostic tool into the new module. For additional information, refer to Section 418-00 .

   Following installation of the instrument cluster, carry out the Parameter Reset and Key Programming procedure in this section.

Horn

Printable View (165 KB)

1. Raise and support the vehicle. For additional information, refer to Section 100-00 .
2. Remove the components in the order indicated in the following illustration and table.



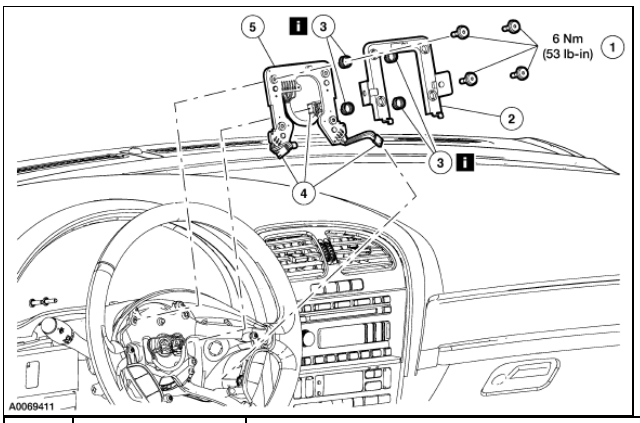
Item	Part Number	Description
1	389358	Front splash shield pin-type retainer
2	801165	Front splash shield bolts (seven req'd)
3	17B635	Front splash shield
4	14290	Horn electrical connectors
5		Horn bolt (part of horn)
6	13A803	Horn

3. To install, reverse the removal procedure.

Horn Switch

Printable View (112 KB)

1. Remove the driver air bag module. For additional information, refer to Section 501-20B .
2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Horn switch pad bolts (part of horn switch) (four req'd)
2		Horn switch pad (part of horn switch)
3		Horn switch springs (part of horn switch) Removal Note
4		Horn switch electrical connectors
5	13A876	Horn switch

3. To install, reverse the removal procedure.

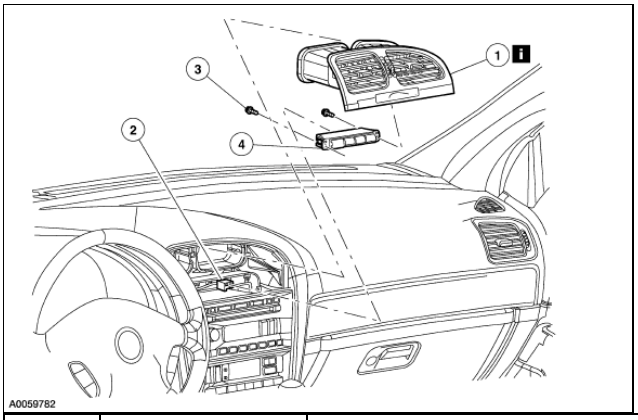
Item 3: Horn Switch Springs Removal Note

1. The four horn switch springs are not attached. To avoid losing the springs use caution when removing the horn switch.

Message Center

Printable View (90 KB)

1. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	19C894	Instrument panel center finish panel Removal Note
2	14401	Message center electrical connector
3	701678	Message center switch screws (two req'd)
4	10D996	Message center switch

2. To install, reverse the removal procedure.

Item 1: Instrument Panel Center Finish Panel Removal Note

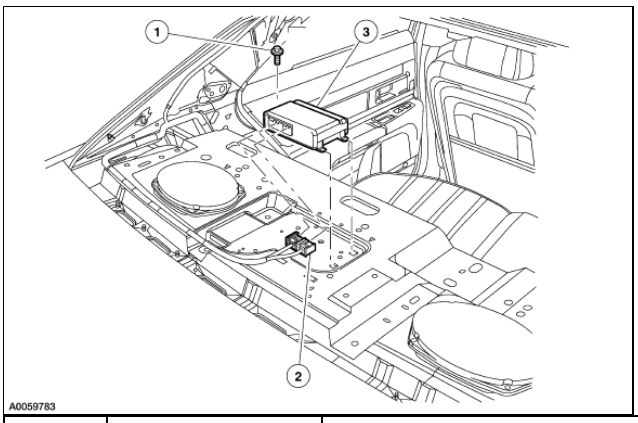
1. The instrument panel center finish panel is held in place by spring clips located on the panel.

Parking Aid Module

Printable View (105 KB)

1. Remove the parcel shelf. For additional information, refer to Section 501-01 .

2. Remove the components in the order indicated in the following illustration and table.



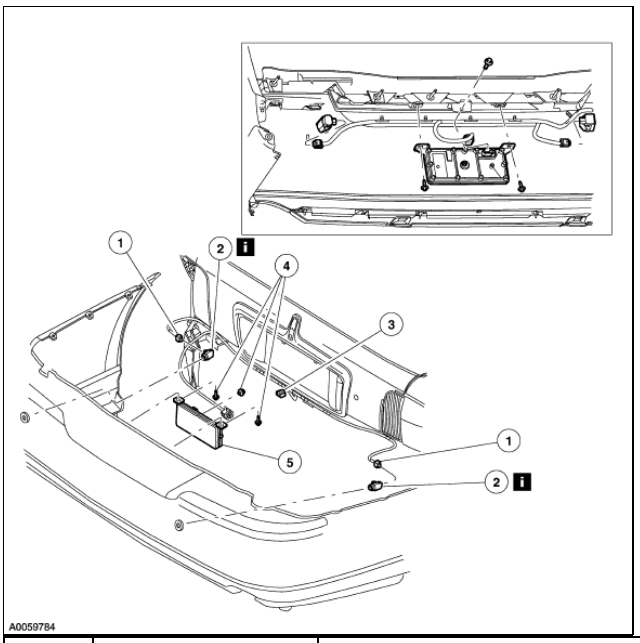
Item	Part Number	Description
1	610936	Parking aid module screw
2	14A005	Parking aid module electrical connector
3	15T850	Parking aid module

3. To install, reverse the removal procedure.

Parking Aid Sensor

Printable View (97 KB)

1. Remove the rear bumper cover. For additional information, refer to Section 501-00 .
2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	15K868	Parking aid sensor electrical connector(s)
2	15K859	Parking aid sensor(s) Removal Note
3	15K868	Parking aid electrical connector
4	606673, 606676	Parking aid sensor bolts (three req'd)
5	15K859	Parking aid sensor

3. To install, reverse the removal procedure.

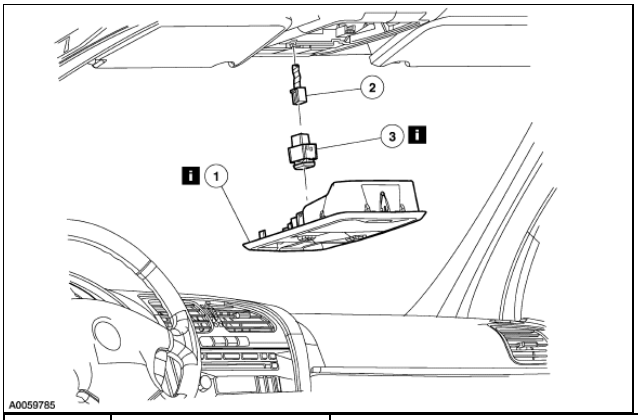
Item 2: Parking Aid Sensor Removal Note

1. Press the retaining tabs to remove the parking aid sensor.

Parking Aid Switch

Printable View (66 KB)

1. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	519A58	Overhead console Removal Note
2	14334	Parking aid switch electrical connector
3	15A860	Parking aid switch Removal Note

2. To install, reverse the removal procedure.

Item 1: Overhead Console Removal Note

1. The overhead console is held in place by spring clips located on the panel.

Item 3: Parking Aid Switch Removal Note

1. Press the retaining tabs to remove the parking aid switch.

-- E --

Electronic Compass
DESC & OPER: Electronic Features

DIAG & TEST: Electronic Features

Electronic Engine Controls Component Location Index

COMPONENT LOC: Intake Air, Fuel Charging and Engine Electronics 3.0L (4V)

COMPONENT LOC: Intake Air, Fuel Charging and Engine Electronics 3.9L

Electronic Engine Controls

DESC & OPER: Intake Air, Fuel Charging and Engine Electronics 3.0L (4V)

DESC & OPER: Intake Air, Fuel Charging and Engine Electronics 3.9L

DIAG & TEST: Intake Air, Fuel Charging and Engine Electronics 3.0L (4V)

DIAG & TEST: Intake Air, Fuel Charging and Engine Electronics 3.9L

Electronic Features Component Location Index

Electronic Features, Section Table of Contents

Electronic Leak Detection

Elevation System Check

Engine and Radiator Flushing

Engine Component Location View

COMPONENT LOC: Engine 3.0L (4V)

COMPONENT LOC: Engine 3.9L

Engine Cooling Component Location Index

Engine Cooling

DESC & OPER: Engine Cooling

DIAG & TEST: Engine Cooling

Section Table of Contents

Engine Emission Control Component Location Index

COMPONENT LOC: Engine 3.0L (4V)

COMPONENT LOC: Engine 3.9L

Engine Emission Control

DESC & OPER: Engine 3.0L (4V)

DESC & OPER: Engine 3.9L

DIAG & TEST: Engine 3.0L (4V)

DIAG & TEST: Engine 3.9L

Engine Front Cover

IN-VEH REP: Engine 3.0L (4V)

IN-VEH REP: Engine 3.9L

Engine Ignition

DESC & OPER: Intake Air, Fuel Charging and Engine Electronics 3.0L (4V)

DESC & OPER: Intake Air, Fuel Charging and Engine Electronics 3.9L

DIAG & TEST: Intake Air, Fuel Charging and Engine Electronics 3.0L (4V)

DIAG & TEST: Intake Air, Fuel Charging and Engine Electronics 3.9L

Engine Mount LH

Engine Mount RH

Engine Mount

Engine System General Information, Section Table of Contents

Engine 3.0L (4V), Section Table of Contents

Engine 3.9L, Section Table of Contents

Engine

ASSEM: Engine 3.0L (4V)

ASSEM: Engine 3.9L

DESC & OPER: Engine System General Information

DESC & OPER: Engine 3.0L (4V)

DESC & OPER: Engine 3.9L

DIAG & TEST: Engine System - General Information

DIAG & TEST: Engine - 3.0L (4V)

DIAG & TEST: Engine - 3.9L

DISASSEM: Engine - 3.0L (4V)

DISASSEM: Engine - 3.9L

INST: Engine - 3.0L (4V)

INST: Engine - 3.9L

REM: Engine - 3.0L (4V)

REM: Engine - 3.9L

Entertainment System Component Location Index

Entertainment System

DESC & OPER: Entertainment System

DIAG & TEST: Entertainment System

Section Table of Contents

Evaporative Emission Canister and Purge Valve

Evaporative Emission Canister Vent Solenoid

Evaporative Emission Repair Verification Drive Cycle

Evaporative Emission System Leak Test

Evaporative Emissions Component Location Index

Evaporative Emissions

DESC & OPER: Fuel System

DIAG & TEST: Fuel System

Exhaust Gas Recirculation (EGR) Valve

IN-VEH REP: Engine - 3.0L (4V)

IN-VEH REP: Engine - 3.9L

Exhaust Manifold Cleaning and Inspection

Exhaust Manifold LH

IN-VEH REP: Engine 3.0L (4V)

IN-VEH REP: Engine 3.9L

Exhaust Manifold RH

IN-VEH REP: Engine 3.0L (4V)

IN-VEH REP: Engine 3.9L

Exhaust System Component Location Index

Exhaust System Neutralizing

Exhaust System 3.0L (4V)

Exhaust System 3.9L

Exhaust System

DIAG & TEST: Exhaust System

Section Table of Contents

Extension Housing Gasket

Extension Housing Seal

Exterior Lighting Component Location Index

Exterior Lighting

DESC & OPER: Exterior Lighting

Section Table of Contents

Exterior Mirror Control Switch

Exterior Mirror

External Controls

DESC & OPER: Automatic Transmission 5R55S

DIAG & TEST: Automatic Transmission 5R55S

Battery and Charging System Component Location Index

Printable View (170 KB)

Printable View (10 KB)

General Specifications

Item	Specification
Battery	12 volt 650 CCA, rated at 0°F 72 amp/hr
Generator (SC2)	125 amp @ 6000 gen rpm, approximately 2000 engine rpm
Pulley ratio	2.70:1 (3.0L) 2.88:1 (3.9L)

Torque Specifications

Description	Nm	lb-ft	lb-in
LH A/C suction line lower bracket bolt	10		89
Battery hold-down clamp bolts	8		71
Battery junction box nut	12	9	
Battery negative cable bolts	12	9	
Battery cable terminals nuts/bolts	7		62
Battery positive cable nut (at dash panel junction)	12	9	
Battery tray bolts	30	22	
Generator bracket bolts, 3.9L	48	35	
Generator B+ wire nut (3.9L)	8		71
Generator upper and lower mounting bolts, 3.0L	45	33	
Generator upper mounting bolt, 3.9L	21	15	
Battery cable harness bracket bolts	6		53
Radiator lower air deflector screws (front)	2		18
Radiator lower air deflector screws (rear)	5		44
Starter negative cable nut	25	18	
Starter solenoid battery positive cable nut	12	9	
Starter solenoid (ignition/start) wire nut	6		53
Generator lower nut 3.9L	45	33	
Generator B+ wire nut (3.0L)	7		62

Charging System Printable View (11 KB)

The charging system is a negative ground system controlled by the powertrain control module (PCM).

The generator is belt-driven by the engine accessory drive system. When the engine is started, the generator begins to generate alternating current (AC) which is internally converted to direct current (DC). This current is then supplied to the vehicle's electrical system through the (B+) output circuit of the generator. The generator has an internal voltage regulator that is not replaced separately. A new generator and voltage regulator is installed as an assembly.

Battery

The battery is a 12-volt direct current source connected in a negative ground system. The battery case is sealed and includes one vent hose to release gases to the outside of the vehicle. This vent hose must be attached at all times. New batteries must be of the same vented design. The battery contains a built-in hydrometer with a green dot in the hydrometer eye indicating the battery is OK. A yellow dot, a red dot, or if there is no dot visible, means the battery needs to be charged and tested. The battery has three major functions:

- engine cranking power source
- voltage stabilizer for the electrical system
- temporary power when electrical loads exceed the generator output current

Principles of Operation

The generator on this vehicle has built-in voltage regulator set point. The generator decides optimal charging system voltage based on temperature. The generator has a communication line (GEN MON) to the PCM, which indicates the generator operating duty cycle. This is a pulse width modulated signal. The communication line (GEN MON) is used for fault indiation as well. The generator has an I-terminal used for initally turning on the generator. The generator has a battery sense terminal (A-terminal).

B+ Output Circuit 30-BA6 (RD)

Generator output voltage is supplied through the battery positive (B+) output terminal on the rear of the generator to the battery and the electrical system.

Circuit 30-BA25 (RD)

This is the battery voltage sense or A circuit and is used to sense battery voltage.

Circuit 10-BA25 (GY/RD)

This is the generator I-circuit. This terminal is used to turn the generator on initially. Once the generator is turned on, the generator will only turn off when engine is shut down.

NOTE: If the I circuit 10-BA25 (GY/RD) is open or shorted to ground, the generator will not function. If the engine speed exceeds 3000 rpm, the generator will self-excite, and begin to function normally (the battery light will turn off and the generator will operate normally) until the engine is turned off.

This is a limp-home mode for customer safety.

Circuit 8-BA25 (WH/RD)

The generator monitor (GEN MON) communicates the generator load and error conditions to the PCM. The PCM will send a signal to the instrument cluster using the Standard Corporate Protocol (SCP) bus to turn on the charging system warning indicator if there is an error condition.

Charging System

Printable View (184 KB)

Refer to Wiring Diagrams Cell 12 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST1179-A	SABRE Premium Battery & Electrical System Tester 010-00736 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool and appropriate adapter cable

Inspection & Verification

⚠ WARNING: Batteries contain sulfuric acid. Avoid contact with skin, eyes, or clothing. Also, shield your eyes when working near batteries to protect against possible splashing of the acid solution. In case of acid contact with skin or eyes, flush immediately with water for a minimum of 15 minutes and get prompt medical attention. If acid is swallowed, call a physician immediately. Failure to follow these instructions may result in personal injury.

⚠ WARNING: Batteries normally produce explosive gases which can cause personal injury. Therefore, do not allow flames, sparks or lighted substances to come near the battery. When charging or working near a battery, always shield your face and protect your eyes. Always provide ventilation. Failure to follow these instructions may result in personal injury.

⚠ WARNING: When lifting a plastic-cased battery, excessive pressure on the end walls could cause acid to spew through the vent caps resulting in personal injury, damage to the vehicle or to the battery. Lift with a battery carrier or with your hands on opposite corners. Failure to follow these instructions may result in personal injury.

⚠ CAUTION: Do not make jumper connections except as directed. Incorrect connections may damage the voltage regulator test terminals, fuses, or fuse links.

⚠ CAUTION: Do not allow any metal object to come in contact with the generator housing and internal diode cooling fins. A short circuit may result and burn out the diodes.

NOTE: All voltage measurements are referenced to the negative (-) battery post unless otherwise specified.

1. Verify the customer concern.

2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Battery case, posts, hold-down clamp, cables and connections • Generator drive (serpentine) belt for condition and to make sure there is correct tension between the belt and the pulley. For additional information, refer to Section 303-01A or Section 303-01B . • Battery charge • Generator pulley • Generator	• Rear battery junction box (BJB) fuse 15 (5A) • Central junction box (CJB) fuse 17 (5A) • Circuitry • Charging system warning indicator • Cables • Powertrain control module (PCM)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. Verify the battery condition. Refer to Battery in this section.

5. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
    - check that the program card is correctly installed.
    - check the connections to the vehicle.
    - check the ignition switch position.

6. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

7. Carry out the diagnostic tool data link test. If the diagnostic tool reponds with:
    - SCP+, SCP-, ISO circuits fault; all electronic control units no response/not equipped, refer to Section 418-00 .
    - No response/not equipped for powertrain control module (PCM), refer to Section 418-00 .
    - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out the self-test diagnostics for the PCM.

8. If the DTCs retrieved are related to the concern, go to the PCM Diagnostic Trouble Code (DTC) Index.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Powertrain Control Module Diagnostic Trouble Code (DTC) Index

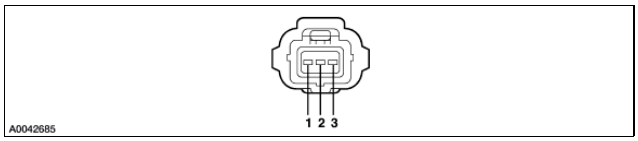
DTC	Description	Action

P1246	System voltage failure	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

Symptom Chart

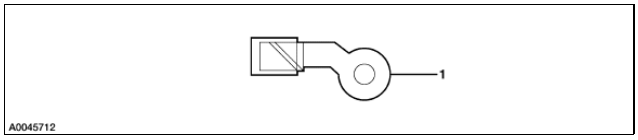
Symptom Chart
Connector Circuit Reference

Generator C102a



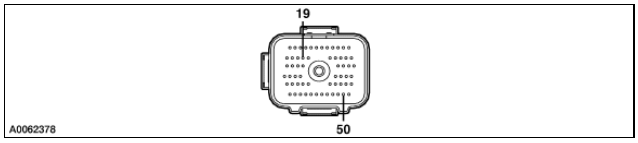
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-BA25 (WH/RD) (GEN MON)	0V with the key off, 10-14V with the key on, engine off (KOEO), 6-12V with the key during start, and Switches between 1-15V with the key on, engine running (KOER)
2	10-BA25 (GY/RD) (I terminal)	0V with the key off, 0V with the key on, engine off (KOEO), 0.1-4V during Start and 1-8V with the key on, engine running (KOER)
3	30-BA25 (RD) (A terminal)	12 volts with the key on, engine off (KOEO), 10-12 volts during start and 13-15 volts with the key on, engine running (KOER)

Generator C102b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	30-BA6 (RD)	12 volts with the key on, engine off (KOEO), 10-12 volts during start and 13-15 volts with the key on, engine running (KOER)

Powertrain Control Module C175c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
19	10-BA25 (GY/RD)	0V with the key off, 0V with the key on, engine off (KOEO), 0.1-4V in start and 1-8V with the key on, engine running (KOER)
50	8-BA25 (WH/RD) (GEN MON)	0V with the key off, 10-14V with the key on, engine off (KOEO), 6-12V key in start and switches between 1-15V with the key on, engine running (KOER)

Pinpoint Test A: The Battery is Discharged or Battery Voltage is Low

Normal Operation

The generator output is supplied through the battery positive output (B+) terminal on the back of the generator to the battery and electrical system. The charging system warning indicator is off with the key ON and the engine running. The charging system warning indicator is on with the key ON and the engine off.

Possible Causes

- battery
- generator
- high key-off current drain(s)

PINPOINT TEST A: THE BATTERY IS DISCHARGED OR BATTERY VOLTAGE IS LOW

Test Step	Result / Action to Take
A1 CHECK THE BATTERY CONDITION	
• Carry out the Battery Condition Test to determine if the battery can hold a charge and is OK for use. Go To Pinpoint Test I . • **Is the battery OK?**	**Yes** GO to A2 . **No** INSTALL a new battery. REFER to Battery in this section. TEST the system for normal operation.
A2 CHECK THE GENERATOR OUTPUT	
• Carry out the Generator On-Vehicle Tests Load Test and No-Load Test. Refer to Component Tests in this section. • **Is the generator OK?**	**Yes** GO to A3 . **No** Go To Pinpoint Test B to continue diagnosis.
A3 CHECK FOR CURRENT DRAINS	
• Carry out the Battery Drain Test. Refer to Component Tests in this section. • **Are there any circuits causing excessive current drains?**	**Yes** REPAIR the faulty circuit as necessary. TEST the system for normal operation. **No** GO to A4 .

A4 CHECK FOR CURRENT DRAINS WHICH SHUT OFF WHEN THE BATTERY IS DISCONNECTED	
• Carry out the Battery Electronic Drains Which Shut Off When the Battery Cable is Disconnected Test. Refer to Component Tests in this section. • **Are there any components causing excessive current drains?**	**Yes** REPAIR the faulty component as necessary. TEST the system for normal operation. **No** Go To Pinpoint Test B to diagnose the charging system not increasing the battery voltage.

Pinpoint Test B: The Charging System Warning Indicator is On With the Engine Running (The Charging System Voltage Does Not Increase)

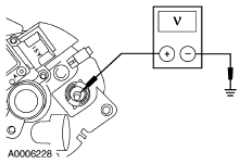
Normal Operation

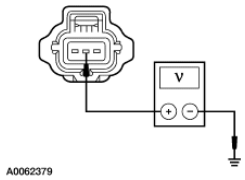
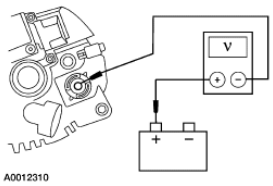
With the engine running, the charging system warning indicator is off. The A-circuit 30-BA25 (RD) is 13-15V. The generator regulator compares the A-circuit voltage to an internal set point voltage to determine when to operate. This duty cycle is output to the PCM on the GENMON terminal 8-BA25 (WH/RD). In the case of failure, the GENMON terminal will be 0% (0V), or 100% duty cycle (12-14V). The I-circuit 10-BA25 (GY/RD) is 1-8V with engine running and is only used to turn the generator on initally. The B+ output circuit 30-BA6 (RD) is the generator output supplied to the battery and the electrical system.

Possible Causes

- generator B+ output circuit 30-BA6 (RD) open or high resistance
- I circuit 10-BA25 (GY/RD) open or shorted to ground
- generator
- PCM

PINPOINT TEST B: THE CHARGING SYSTEM WARNING INDICATOR IS ON WITH THE ENGINE RUNNING (THE CHARGING SYSTEM VOLTAGE DOES NOT INCREASE)

Test Step	Result / Action to Take
B1 CHECK GENERATOR B+ OUTPUT CIRCUIT 30-BA6 (RD)	
• Key in OFF position. • Measure the voltage between the generator B+ output terminal, circuit 30-BA6 (RD), component side and ground.  • **Is the voltage within 0.5 volt of battery positive voltage (B+)?**	**Yes** GO to B2 . **No** REPAIR the circuit. TEST the system for normal operation.

B2 CHECK I CIRCUIT 10-BA25 (GY/RD) FOR AN OPEN	
• Connect: Generator C102a. • Key in ON position. • With the engine running, measure the voltage between the generator C102a-2, I circuit 10-BA25 (WH/RD), harness side and ground.  A0062379 • **Is the voltage approximately equal to 1 - 8 volts?**	**Yes** GO to B3 . **No** REPAIR the circuit. TEST the system for normal operation.
B3 CHECK FOR VOLTAGE DROP IN B+ OUTPUT CIRCUIT 30-BA6 (RD)	
• With the engine running, turn on the headlamps and the rear defroster and position the blower motor to the HIGH position. • With the engine at 2,000 rpm, measure the voltage drop between the generator B+ output circuit 30-BA6 (RD), component side and the positive battery terminal.  A0012310 • **Is the voltage drop less than 0.5 volt?**	**Yes** INSTALL a new generator. Refer to Generator 3.0L (4V) , Generator 3.9L in this section. **No** REPAIR the high resistance in the B+ output circuit 30-BA6 (RD). TEST the system for normal operation.

Pinpoint Test C: The Charging System Overcharges (Battery Voltage Is Greater Than 15.5 Volts)

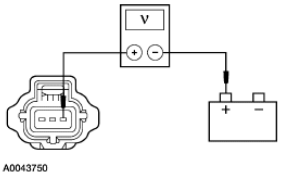
Normal Operation

The generator output is determined by the voltage of the A circuit 30-BA25 (RD). The A circuit voltage is compared to a set voltage internal to the regulator and the regulator controls the generator field current to maintain the correct generator output. The set voltage will vary with temperature and is typically higher in cold temperatures and lower in warm temperatures.

Possible Causes

- A circuit 30-BA25 (RD) high resistance
- battery ground connections
- generator

PINPOINT TEST C: THE CHARGING SYSTEM OVERCHARGES (BATTERY VOLTAGE IS GREATER THAN 15.5 VOLTS)

Test Step	Result / Action to Take
C1 CHECK FOR VOLTAGE DROP IN A CIRCUIT 30-BA25 (RD)	
• Key in OFF position. • Disconnect: Generator C102a. • Measure the voltage drop between the generator C102a-3, A circuit 30-BA25 (RD), harness side and the positive battery terminal.  • **Is the voltage drop less than 0.5 volt?**	**Yes** GO to C2 . **No** REPAIR high resistance in A circuit 30-BA25 (RD). TEST the system for normal operation.
C2 CHECK GENERATOR AND BATTERY GROUND CONNECTIONS	
• Check the ground connections between the generator and the engine, and the battery and the engine. • **Are all ground connections clean and tight?**	**Yes** INSTALL a new generator. REFER to Generator 3.0L (4V) , Generator 3.9L in this section. TEST the system for normal operation. **No** REPAIR ground connections as necessary. TEST the system for normal operation.

Pinpoint Test D: The Charging System Warning Indicator Is ON With The Engine Running And The Battery Increases Voltage

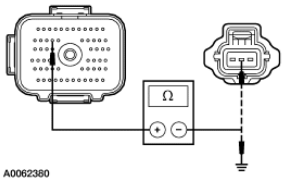
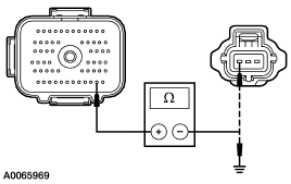
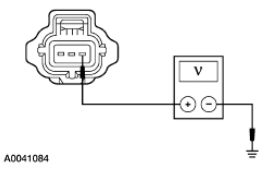
Normal Operation

With the engine running, the charging system warning indicator is off. The A-circuit 30-BA25 (RD) is 13-15V. The generator regulator compares the A-circuit voltage to an internal set point voltage to determine when to operate. This duty cycle is output to the PCM on the GENMON terminal 8-BA25 (WH/RD). In the case of failure, the GENMON terminal will be 0% (0V), or 100% duty cycle (12-14V). The I-circuit 10-BA25 (GY/RD) is 1-8V with engine running and is only used to turn the generator on initially. The B+ output circuit 30-BA6 (RD) is the generator output supplied to the battery and the electrical system.

Possible Causes

- I circuit 10-BA25 (GY/RD) open or shorted to ground
- generator
- GEN MON 8-BA25 (WH/RD) open or shorted to ground
- A circuit 30-BA 25 (RD) open or short to ground

PINPOINT TEST D: THE CHARGING SYSTEM WARNING INDICATOR IS ON WITH THE ENGINE RUNNING AND THE BATTERY INCREASES VOLTAGE

Test Step	Result / Action to Take
D1 CHECK I CIRCUIT 10-BA25 (GY/RD) INTEGRITY	
• Key in OFF position. • Disconnect: Generator C102a. • Disconnect: PCM C175c. • Measure the resistance between the PCM C175c-19 circuit 10-BA25 (BY/RD), harness side and the generator C102a-2, circuit 10-BA25 (GY/RD), harness side; and between the PCM C175c-19 circuit 10-BA25 (GY/RD), harness side and ground.  A0062380 • **Is the resistance less than 5 ohms between the PCM and the generator; and greater than 10,000 ohms between the PCM and ground?**	**Yes** GO to D2 . **No** REPAIR I circuit 10-BA25 (GY/RD). TEST the system for normal operation.
D2 CHECK CIRCUIT 8-BA25 (WH/RD)	
• Measure the resistance between the PCM C175c-50, circuit 8-BA25 (WH/RD), harness side and the generator C102a-1, circuit 8-BA25 (WH/RD), harness side; and between the PCM C175c-50, circuit 8-BA25 (WH/RD), harness side and ground.  A0065969 • **Is the resistance less than 5 ohms between the PCM and the generator and greater than 10,000 ohms between the PCM and ground?**	**Yes** GO to D3 . **No** REPAIR the circuit. TEST the system for normal operation.
D3 CHECK CIRCUIT 30-BA25 (RD)	
• Measure the voltage between the generator C102a-3, circuit 30-BA25 (RD), harness side and ground.  A0041084 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new generator. REFER to Generator - 3.0L (4V) or Generator - 3.9L in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test E: The Charging System Warning Indicator Is Off With The Ignition Switch In The RUN Position And The Engine Off

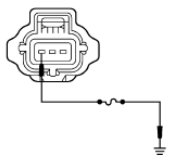
Normal Operation

The I circuit 8-BA25 (WH/RD) will be 0.1 volts with the key ON (C102a connected) and the engine not running. This will turn the charging system warning indicator on. This circuit is also used to turn the charging system warning indicator on if there is a fault in the charging system.

Possible Causes

- generator
- instrument cluster
- powertrain control module (PCM)

PINPOINT TEST E: THE CHARGING SYSTEM WARNING INDICATOR IS OFF WITH THE IGNITION SWITCH IN THE RUN POSITION AND THE ENGINE OFF

Test Step	Result / Action to Take
E1 CHECK THE CHARGING SYSTEM WARNING INDICATOR	
• Key in OFF position. • Disconnect: Generator C102a. • With the engine off, connect a fused (15A) jumper wire between the generator C102a-1, GEN MON circuit 8-BA25 (WH/RD), harness side and ground.  A0041087 • Key in the ON position. • **Is the charging system warning indicator illuminated?**	**Yes** INSTALL a new generator. REFER to Generator 3.0L (4V) , Generator 3.9L in this section. TEST the system for normal operation. **No** REFER to Section 413-00 for diagnosis and testing of the instrument cluster.

Pinpoint Test F: The Charging System Warning Indicator Flickers or is Intermittent

Normal Operation

With the engine running, the charging system warning indicator should be off. The sense A circuit 30-BA25 (RD) to the generator field coil is 13-15 volts. The I circuit 10-BA25 (GY/RD) is used to turn on the voltage regulator. This circuit is 0.0 volts (C102a connected) with the key ON and the engine not running (1-8V with the engine running). The battery positive output (B+) circuit 30-BA6 (RD) is the generator output supplied to the battery and the electrical system.

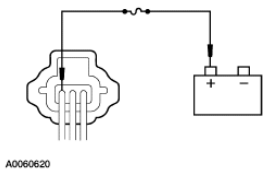
NOTE: If the I circuit 10-BA25 (GY/RD) is open or shorted to ground, the generator will not function. If the engine speed exceeds 3000 rpm, the generator will self-excite, and begin to function normally (the battery light will turn off and the generator will operate normally) until the engine is turned off.

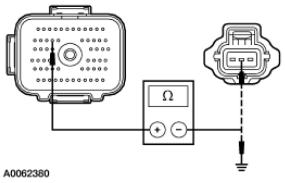
This is a limp-home mode for customer safety.

Possible Causes

- rear battery junction box (BJB) fuse 15 (5A) connections
- generator
- generator connections
- instrument cluster

PINPOINT TEST F: THE CHARGING SYSTEM WARNING INDICATOR FLICKERS OR IS INTERMITTENT

Test Step	Result / Action to Take
F1 CHECK FOR LOOSE CONNECTIONS	
• Key in OFF position. • Check all generator, battery, rear battery distribution box connections for looseness, corrosion, loose or bent terminals, or loose eyelets. • **Are all connections clean and tight?**	**Yes** If the warning indicator flickers. INSTALL a new instrument cluster. REFER to Section 413-00 . If the warning indicator is intermittent, GO to F2 . **No** REPAIR as necessary. TEST the system for normal operation.
F2 CHECK FUSE CONNECTIONS	
• Key in START position. • Check the rear BJB fuse 15 (5A) in A circuit 30-BA25 (RD) for looseness by wiggling the fuse and noting the charging system warning indicator operation. • **Does the charging system warning indicator flicker?**	**Yes** REPAIR loose fuse connection(s) as necessary. TEST the system for normal operation. **No** GO to F3 .
F3 CHECK A CIRCUIT 30-BA25 (RD) CONNECTIONS	
• Key in OFF position. • Connect a fused (15A) jumper wire between the generator C102a-3, A circuit 30-BA25 (RD) and the positive battery terminal.  A0060620 • Key in START position. • Note the charging system warning indicator operation. • **Does the charging system warning indicator illuminate?**	**Yes** GO to F4 . **No** REPAIR loose connection(s) in A circuit 30-BA25 (RD). TEST the system for normal operation.
F4 CHECK I CIRCUIT 10-BA25 (GY/RD)	

• Key in OFF position. • Disconnect: PCM C175c. • Disconnect: Generator C102a. • Measure the resistance between the PCM C175c-19, circuit 10-BA25 (GY/RD), harness side and the generator C102a-2, circuit 10-BA25 (GY/RD), harness side; and between the PCM C175c-19, circuit 10-BA25 (GY/RD), harness side and ground.  • **Is the resistance less than 5 ohms between the PCM and the generator and greater than 10,000 ohms between the PCM and ground?**	**Yes** INSTALL a new generator. REFER to Generator 3.0L (4V) or Generator 3.9L in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test G: The Generator is Noisy

Normal Operation

The generator is belt-driven by the engine accessory drive system.

Possible Causes

- accessory drive belt system
- generator mounting
- generator

PINPOINT TEST G: THE GENERATOR IS NOISY

Test Step	Result / Action to Take
G1 CHECK FOR ACCESSORY DRIVE NOISE	
• Key in OFF position. • Check the accessory drive belt for damage and correct installation. Check the accessory mounting brackets and generator pulley for looseness or misalignment. • **Is the accessory drive OK?**	**Yes** GO to G2 . **No** REPAIR as necessary. REFER to Section 303-01A or Section 303-01B for diagnosis and testing of the accessory drive system. TEST the system for normal operation.
G2 CHECK GENERATOR MOUNTING	
• Check the generator mounting for loose bolts or misalignment. • **Is the generator mounted correctly?**	**Yes** GO to G3 . **No** REPAIR as necessary. TEST the system for normal operation.
G3 CHECK GENERATOR FOR ELECTRICAL NOISE	

• Disconnect: Generator C102a. • Key in START position. • Use a stethoscope or equivalent listening device to probe the generator. • **NOTE:** Do not exceed 3,000 rpm or the generator may become electrically functional. • **Is the noise still present?**	**Yes** GO to G4 . **No** INSTALL a new generator. REFER to Generator 3.0L (4V) , Generator 3.9L in this section. TEST the system for normal operation.
G4 CHECK GENERATOR FOR MECHANICAL NOISE	
• Use a stethoscope or equivalent listening device to probe the generator and the accessory drive area for unusual mechanical noise. • **Is the generator the noise source?**	**Yes** INSTALL a new generator. REFER to Generator 3.0L (4V) , Generator 3.9L in this section. TEST the system for normal operation. **No** REFER to Section 303-00 to diagnose the source of the noise.

Pinpoint Test H: Radio Interference

Normal Operation

The generator suppression equipment reduces interference transmitted through the speakers by the vehicle electrical system.

Possible Causes

- generator
- entertainment system

PINPOINT TEST H: RADIO INTERFERENCE

Test Step	Result / Action to Take
H1 VERIFY THE GENERATOR IS THE SOURCE OF THE RADIO INTERFERENCE	
• Key in START position. • Tune the audio unit to a station where the interference is present. • Key in OFF position. • Disconnect: Generator C102a. • Key in START position. • With the engine running, note any audio unit interference. • **NOTE:** Do not exceed 3,000 rpm or the generator may become electrically functional. • **Is the interference present with the generator disconnected?**	**Yes** REFER to Section 415-00 for diagnosis and testing of the entertainment system. **No** INSTALL a new generator. REFER to Generator 3.0L (4V) , Generator 3.9L in this section. TEST the system for normal operation.

Component Tests

Battery Drain Test

NOTE: No production vehicle should have more than a 50 mA (0.050 amp) draw.

Check for current drains on the battery in excess of 50 milliamps (0.050 amp) with all the electrical accessories off and the vehicle at rest. Current drains are tested with the following procedure:

⚠ WARNING: Do not attempt this test on a lead-acid battery that has recently been recharged. Explosive gases may cause personal injury. Failure to follow these instructions may result in personal injury.

⚠ CAUTION: To prevent damage to the meter, do not crank the engine or operate accessories that draw more than 10A.

NOTE: Many modules draw 10 mA (0.010 amp) or more continuously.

NOTE: Use an in-line ammeter between the battery positive or negative post and its respective cable.

NOTE: Typically, a drain of approximately one amp is attributed to an engine compartment lamp, glove compartment lamp, or interior lamp staying on continually. Other component failures or wiring shorts are located by selectively pulling fuses to pinpoint the location of the current drain. When the current drain is found, the meter reading will fall to an acceptable level. If the drain is still not located after checking all the fuses, it is due to the generator.

NOTE: To accurately test the drain on a battery, an in-line digital ammeter must be used. Use of a test lamp or voltmeter is not an accurate method due to the number of electronic modules.

1. Make sure the junction box/fuse panels are accessible without turning on the interior lamps or engine compartment lamp.

2. Drive the vehicle at least five minutes and over 48 km/h (30 mph) to turn on and exercise the vehicle systems.

3. Allow the vehicle to sit with the key off for at least 40 minutes to allow modules to time out/power down.

4. Connect a fused jumper wire between the negative battery cable and the negative battery post to prevent modules from resetting and to catch capacitive drains.

5. Disconnect the negative battery cable from the post without breaking the connection of the jumper wire.

6. **NOTE:** It is very important that continuity is not broken between the battery and the negative battery cable when connecting the meter. If this happens, the entire procedure must be repeated.

   Connect the tester between the negative battery cable and the post. The meter must be capable of reading milliamps and should have a 10 amp capability.

7. **NOTE:** If the meter settings need to be switched or the test leads need to be moved to another jack, the jumper wire must be reinstalled to avoid breaking continuity.

Remove the jumper wire.

NOTE: Amperage draw will vary from vehicle to vehicle depending on the equipment package. Compare to a similar vehicle for reference.

NOTE: No production vehicle should have more than a 50 mA (0.050 amp) draw.

8. If the draw is found to be excessive, pull fuses from the BJB or CJB one at a time and note the current drop. Do not reinstall the fuses until you are finished testing.

9. Check the wiring schematic in the wiring diagram for any circuits that run from the battery without passing through the battery/central junction box. Disconnect these circuits if the draw is still excessive.

Battery Electronic Drains Which Shut Off When the Battery Cable is Disconnected Test

1. Repeat the steps of the battery drain testing.

2. Make sure all the doors are closed and the accessories are off. Without starting the engine, turn the key to ON for a moment, then OFF. Wait a few minutes for the illuminated entry lamps to turn off, if equipped.

3. Connect the ammeter and read the amperage draw.

The current reading (current drain) should be less than 50 mA (0.05 amp). If the current drain exceeds 50 mA (0.050 amp) after a few minutes, and if this drain did not show in previous tests, the drain is most likely caused by an inoperative electronic component. As in previous tests, remove the fuses from the battery/central junction box one at a time to locate the problem circuit.

Generator On-Vehicle Tests

⚠ CAUTION: To prevent damage to the generator, do not make the jumper wire connections except as directed.

⚠ CAUTION: Do not allow any metal object to come in contact with the housing and the internal diode cooling fins with the ignition switch in ON or OFF position. A short circuit may result and burn out the diodes.

NOTE: Battery posts and cable clamps must be clean and tight for accurate meter indications.

NOTE: Refer to the battery tester manual for complete directions for testing the charging system.

1. Turn off all the lamps and electrical components.

2. Place the transmission in NEUTRAL and apply the parking brake.

3. Carry out the Load Test and No-Load Test according to the following component tests:

Generator On-Vehicle Tests Load Test

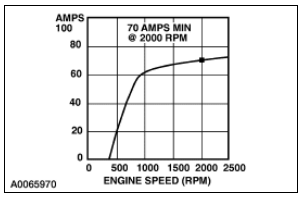
1. Switch the tester to the ammeter function.

2. Connect the positive and negative leads of the tester to the corresponding battery terminals.

3. Connect the current probe to the generator B+ output terminal, circuit 30-BA6 (RD).

4. With the engine running at approximately 2,000 rpm, adjust the tester load bank to determine the output of the generator. Generator output should be at least 70 amps.

125 Amp Generator



5. With the engine running, turn the A/C on, the blower motor on high speed and the headlamps on high beam.

6. Increase the engine speed to approximately 2,000 rpm. The voltage should increase a minimum of 0.5 volt above the base voltage.
   - If the voltage does not increase as specified, carry out the Generator On-Vehicle Tests No-Load Test in this section.
   - If the voltage increases as specified, the charging system is operating normally.

Generator On-Vehicle Tests No-Load Test

1. Switch the tester to the voltmeter function.

2. Connect the voltmeter positive lead to the generator B+ terminal and the negative lead to ground.

3. Turn all electrical accessories off.

4. With the engine running at approximately 2,000 rpm, check the generator output voltage. The voltage should be between 13 and 15 volts. If not, GO to Symptom Chart or back to the pinpoint test.

Battery Printable View (14 KB)

Special Tool(s)

ST2442-A	Micro 490 Digital Battery Analyzer 162-00004 or equivalent

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Battery • Battery mounting	• Battery cables • Battery terminals

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, proceed to the pinpoint test.

Pinpoint Test I: Battery Condition Test

Normal Operation

Battery condition is determined by measuring battery terminal voltage after a specific discharge current is applied for a specified time period.

Possible Causes

- battery charge
- battery

PINPOINT TEST I: BATTERY CONDITION TEST

Test Step	Result / Action to Take
I1 TEST BATTERY CONDITION	
NOTE: No battery with a red test eye should be replaced. The red test eye means the battery is discharged, not necessarily defective. **NOTE:** Failure to fully charge the battery before retesting may cause false readings. • Verify the battery condition using the Battery Analyzer. • **Is the battery OK?**	**Yes** Does the meter read GOOD BATTERY? RETURN the battery to service. Does the meter read GOOD-RECHARGE? CHARGE the battery and RETURN to service. Does the meter read CHARGE & RETEST? Fully CHARGE the battery and RETEST. **No** Does the meter read REPLACE BATTERY? INSTALL a new battery. Does the meter read BAD CELL-REPLACE? INSTALL a new battery.

Battery Disconnect

Printable View (109 KB)

⚠ WARNING: Batteries normally produce explosive gases which can cause personal injury. Therefore, do not allow flames, sparks or lighted substances to come near the battery, always shield your face and protect your eyes. Always provide ventilation. Failure to follow these instructions may result in personal injury.

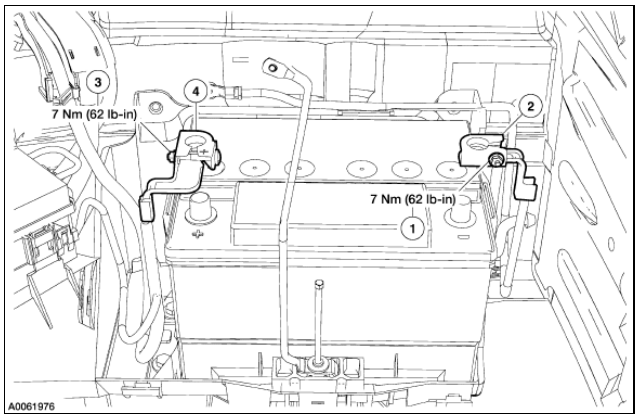
⚠ WARNING: To avoid accidental deployment and possible injury, the backup power supply must be depleted before repairing or installing any front or side air bag supplemental restraint system (SRS) components and before repairing, installing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches. To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect any auxiliary batteries and power supplies (if equipped). Failure to follow these instructions may result in personal injury.

⚠ WARNING: When lifting a battery, excessive pressure on the end walls could cause acid to spew through the vent caps, resulting in personal injury. Lift with a battery carrier or with your hands on opposite corners. Failure to follow these instructions may result in personal injury.

⚠ WARNING: Keep out of the reach of children. Batteries contain sulfuric acid. Avoid contact with skin, eyes or clothing. Also, shield your eyes when working near the battery to protect against possible splashing of the acid solution. In case of acid contact with the skin or eyes, flush immediately with water for a minimum of 15 minutes and get prompt medical attention. If acid is swallowed, call a physician immediately. Failure to follow these instructions may result in personal injury.

NOTE: Because the engine is electronically controlled by the powertrain control module (PCM), some control conditions are maintained by power from the battery. When the battery is disconnected or a new battery is installed, the engine must relearn its idle and fuel trim strategy for optimum driveability and performance. Allow the engine to idle for one minute. The relearning process will automatically complete itself as the vehicle is driven. The vehicle may need to be driven. If the engine is not allowed to relearn its idle trim, the idle quality may be adversely affected until the idle trim is eventually relearned. Additionally, to account for customer driving habits and conditions, the automatic transmission must relearn its adaptive strategy. Optimal shifting will resume within a few hundred kilometers (miles) of operation. The clock and radio presets must be reset once the battery is reconnected. Check the front windows for one-touch up operation and the moonroof (if equipped) for one-touch close operation. If any have lost this functionality, they must be re-initialized. For window motor initialization, refer to Section 501-00 . For roof opening panel motor initialization, refer to Section 501-01 .

1. Disconnect the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W520201-S427	Negative terminal nut
2	14301	Battery negative terminal
3	W520201-S427	Positive terminal nut
4	14300	Battery positive terminal

2. To reconnect, reverse the disconnect procedure.

Battery

Printable View (1121 KB)

Removal and Installation

⚠ WARNING: Batteries normally produce explosive gases which can cause personal injury. Therefore, do not allow flames, sparks or lighted substances to come near the battery. When charging or working near a battery, always shield your face and protect your eyes. Always provide ventilation. Failure to follow these instructions may result in personal injury.

⚠ WARNING: Keep out of the reach of children. Batteries contain sulfuric acid. Avoid contact with skin, eyes or clothing. Also, shield your eyes when working near the battery to protect against possible splashing of the acid solution. In case of acid contact with the skin or eyes, flush immediately with water for a minimum of 15 minutes and get prompt medical attention. If acid is swallowed, call a physician immediately. Failure to follow these instructions may result in personal injury.

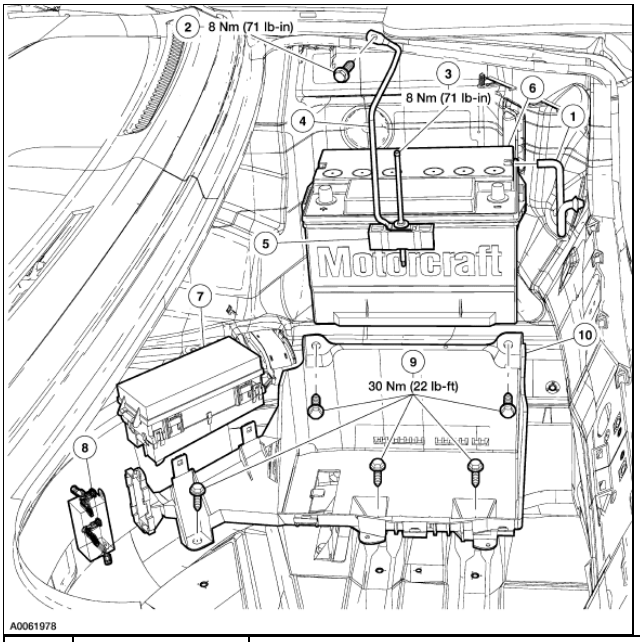
⚠ WARNING: When lifting a battery, excessive pressure on the end walls could cause acid to spew through the vent caps, resulting in personal injury. Lift with a battery carrier or with your hands on opposite corners. Failure to follow these instructions may result in personal injury.

1. Disconnect the battery. For additional information, refer to Battery Disconnect in this section.

2. To remove individual components, only carry out the listed steps.

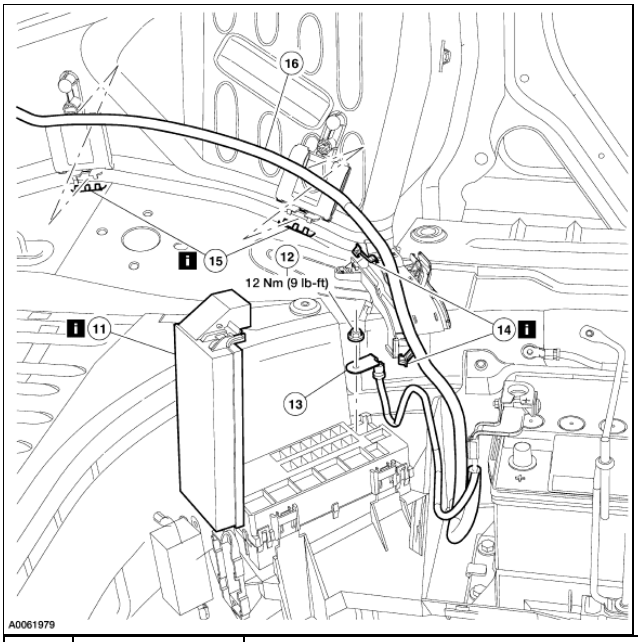
Component	Steps
Battery	1-6
Battery Tray	1-10
Rear Positive Battery Cable	13-22
Positive Battery Cable 3.0L (engine)	23-39
Positive Battery Cable 3.9L (engine)	23-39
Negative Battery Cable	40-43

3. View 1 of 6. Remove the components in the order indicated in the following illustration and table.



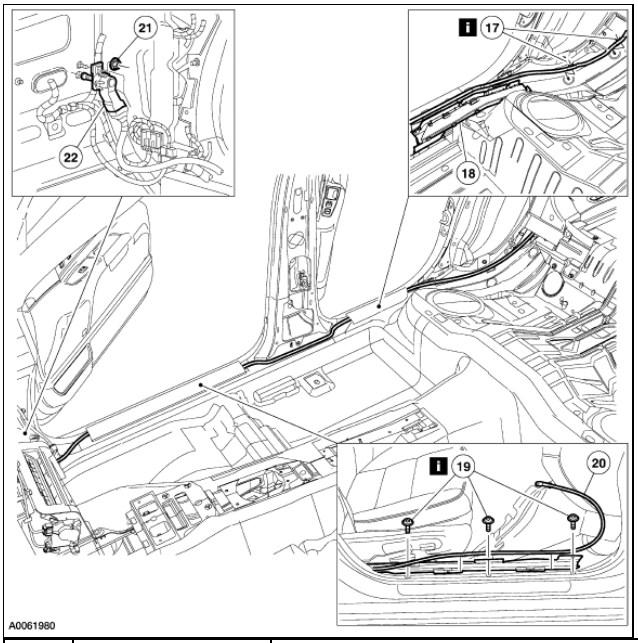
Item	Part Number	Description
1	10K650	Battery vent hose
2		Upper battery hold-down clamp bolt (part of 10756)
3		Lower battery hold-down clamp bolt (part of 10756)
4		Battery hold-down clamp (part of 10756)
5	10756	Battery hold-down clamp wedge
6	10655	Battery
7	14A067	Rear battery junction box
8		Mega fuse holder (part of 14A005)
9	10764	Battery tray bolts
10	10732	Battery tray

4. View 2 of 6. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
11		Rear battery junction box cover (part of 14A005) Removal Note
12	14A067	Rear battery junction box cable assembly nut
13		Rear battery junction box cable assembly (part of 14300)
14		Positive battery cable locator Removal Note
15		Positive battery cable locator Removal Note
16	14300	Positive battery cable

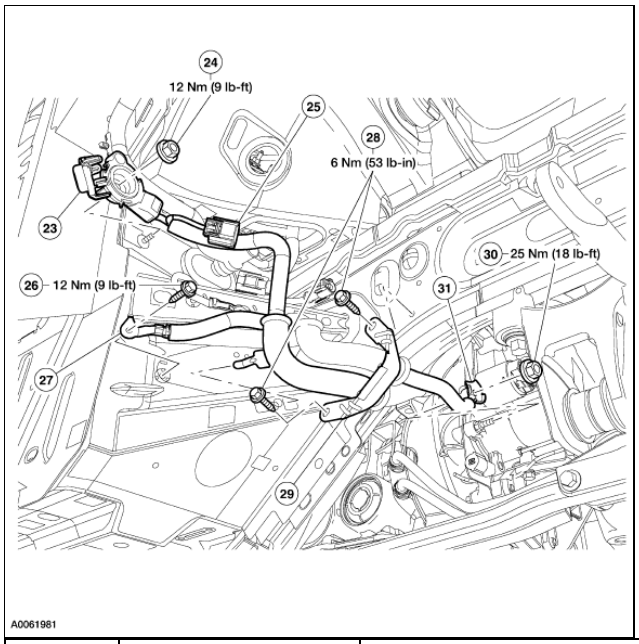
5. View 3 of 6. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description

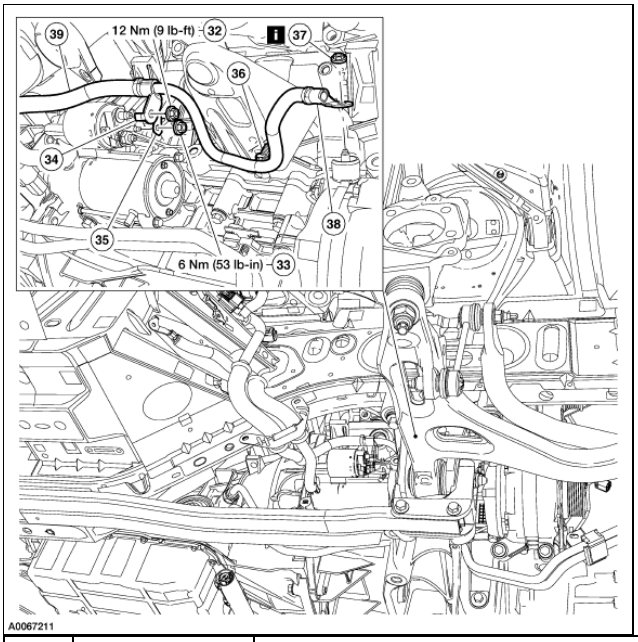
17		Positive battery cable locator (part of 14A005) Removal Note
18		Rear shield (part of 14A005)
19	W705321-S900	Positive battery cable shield screws (three required) Removal Note
20		Front shield
21	W520002	Nut
22	14300	Rear positive battery cable

6. View 4 of 6. Remove the components in the order indicated in the following illustration and table.



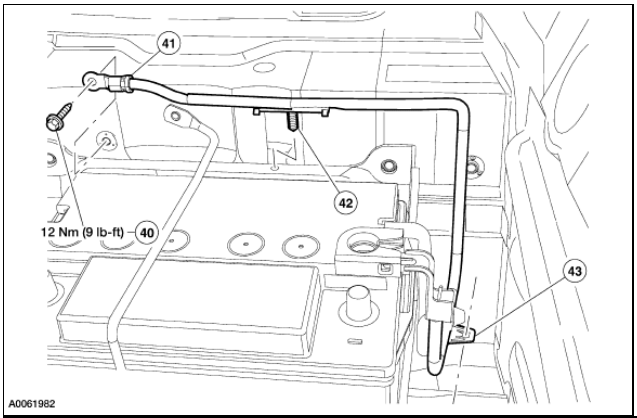
Item	Part Number	Description
23		Cover (part of 14305)
24	W706275-S900	Nut
25		Electrical connector (part of 14305)
26	W705661-S309	Ground bolt
27		Negative cable lead (part of 14305)
28	N606676-S301	Screw (two required)
29		Bracket (part of 14305)
30	N805403-S100	Nut
31		Negative cable lead (part of 14305)

7. View 5 of 6. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
32	805403-S100	Nut
33	405320-S36	Nut
34		Starter solenoid positive cable (part of 14305)
35		Starter solenoid wire (ignition/start) (part of 14305)
36		Locator (part of 14305)
37	805320-S100	Nut Removal Note
38		Generator B+ cable (part of 14305)
39	14305	Front battery cable assembly

8. View 6 of 6. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
40	W705661-S309	Bolt
41	14301	Ground cable
42	14301	Ground cable locator
43	14301	Ground cable locator

9. To install, reverse the removal procedure.

Item 11: Rear Battery Junction Box (BJB) Removal Note

1. Position the cover to the full open position.

Item 14: Positive Battery Cable Locator Removal Note

1. Release the positive battery cable from the cable locator.

Item 15: Positive Battery Cable Locator Removal Note

1. Release the positive battery cable from the cable locator.

Item 17: Positive Battery Cable Locator Removal Note

1. Release the positive battery cable from the cable locator.

Item 19: Positive Battery Cable Shield Screws Removal Note

1. Remove the screws and open the top of the shield to access the positive battery cable.

Item 37: Nut Removal Note

1. On 3.9L engines remove the generator. For additional information, refer to Generator - 3.9L in this section.

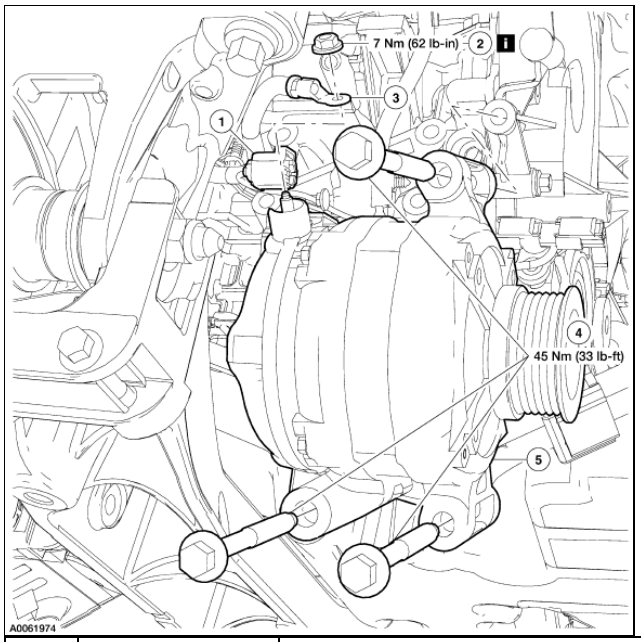
Generator 3.0L (4V) Printable View (205 KB)

⚠ CAUTION: The generator must be supported by hand after removing the bolts prior to disconnecting the electrical connector or damage to the harness may result.

⚠ CAUTION: Care must be taken when removing the generator to prevent damage to the air conditioning and cooling lines.

NOTE: The A/C suction line may need to be positioned rearward to ease removal of the generator.

1. Disconnect the battery. For additional information, refer to Battery Disconnect in this section.
2. Position the front end accessory drive belt aside.
3. Remove the front valance panel and air deflector.
4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Generator electrical connector (part of 14305)
2	W705790-S301	Generator B+ wire nut Removal Note
3		Generator B+ wire (part of 14305)
4	W704747-S301	Generator mounting bolts
5	10300	Generator

5. To install, reverse the removal procedure.

Item 2: Generator B+ Wire Nut Removal Note

1. Position the connector boot aside to access the nut.

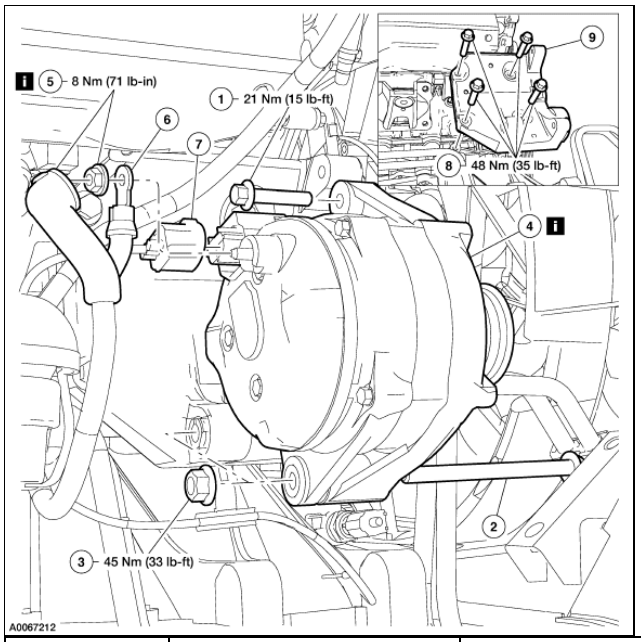
Generator 3.9L Printable View (204 KB)

⚠ CAUTION: The generator must be supported by hand after removing the bolts prior to disconnecting the electrical connector or damage to the harness may result.

⚠ CAUTION: Care must be taken when removing the generator to prevent damage to the air conditioning and cooling lines.

NOTE: The A/C suction line may need to be positioned rearward to ease removal of the generator.

1. Disconnect the battery. For additional information, refer to Battery Disconnect in this section.
2. Position the front end accessory drive belt aside.
3. Remove the front valance panel and air deflector.
4. Remove the components in the order indicated in the following illustration and table.

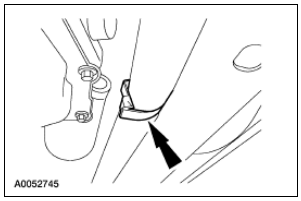


Item	Part Number	Description
1	W704756-S309	Upper generator bolt
2	10A396	Lower generator bolt
3	W520414-S309	Lower generator nut
4	10300	Generator Removal Note
5	N805320-S36	Generator B+ wire nut Removal Note
6	14300	Generator connector
7		Generator connector
8	W500121-S	Generator bracket bolts
9	10239	Generator bracket

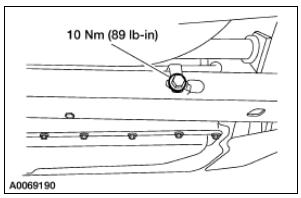
5. To install, reverse the removal procedure.

Item 4: Generator Removal Note

1. Remove the A/C suction line clip from the radiator core support.



2. Remove the LH A/C suction line lower bracket bolt and position the bracket rearward.



3. Support the generator while removing the electrical connectors

Item 5: Generator B+ Wire Nut Removal Note

1. Position the connector boot aside.

2003 Lincoln LS Contents/Index

-- F --

Fender

Flexplate or Flywheel and Crankshaft Rear Seal

IN-VEH REP: Engine 3.0L (4V)

IN-VEH REP: Engine 3.9L

Floor Console

Fluid Pan, Gasket and Filter

Fluid Pump

Fluorescent Dye Leak Detection

Fog Lamp

Fog Lamps

Forward Clutch

Frame and Body Mounting System Component Location Index

Frame and Body Mounting

DESC & OPER: Frame and Body Mounting

Section Table of Contents

Front Bumper

Front Disc Brake

Front Door Handle

Front Door Trim Panel

Front Electronic Module (FEM)

DIAG & TEST: Module Communications Network

REM & INST: Module Communications Network

Front Impact Severity Sensor

Front Safety Belt

Front Seat Backrest

Front Seat Cushion - Driver

Front Seat Cushion - Passenger

Front Wheel Speed Sensor and Sensor Ring

Fuel Charging and Controls

DESC & OPER: Intake Air, Fuel Charging and Engine Electronics - 3.0L (4V)

DESC & OPER: Intake Air, Fuel Charging and Engine Electronics - 3.9L

DIAG & TEST: Intake Air, Fuel Charging and Engine Electronics - 3.0L (4V)

DIAG & TEST: Intake Air, Fuel Charging and Engine Electronics - 3.9L

Fuel Charging and Starting System Component Location Index

COMPONENT LOC: Intake Air, Fuel Charging and Engine Electronics - 3.0L (4V)

COMPONENT LOC: Intake Air, Fuel Charging and Engine Electronics - 3.9L

Fuel Charging Wiring Harness

Fuel Injection Supply Manifold and Fuel Injector

Fuel Lines and Fuel Filter

Fuel Pressure Relief Valve

Fuel Pressure Sensor

REM & INST: Intake Air, Fuel Charging and Engine Electronics - 3.0L (4V)

REM & INST: Intake Air, Fuel Charging and Engine Electronics - 3.9L

Fuel System Component Location Index

Fuel System Pressure Release

Fuel System

DESC & OPER: Fuel System

DIAG & TEST: Fuel System

Section Table of Contents

Fuel Tank and Filler Pipe

Fuel Temperature Sensor

Fuel Vapor Control Tube Assembly Valve

Entertainment System Component Location Index

Printable View (201 KB)

Printable View (8 KB)

General Specifications

Item	Specification
Grid Wire Repair Kit D8AZ-19562-AA	WSB-M4J58-B

Torque Specifications

Description	Nm	lb-ft	lb-in
Radio frequency interference suppression bond-to-bulkhead screw	12	9	
Radio frequency interference suppression bond-to-engine nut	11	8	
Radio frequency interference suppression bond frame-to-floorpan screws	12	9	
Antenna isolator module bolt	12	9	
Center imaging amplifier nuts	5		44
Audio unit screws	5		44
Subwoofer amplifier nuts	9		80
Audio unit amplifier screws	5		44

Entertainment System Printable View (10 KB)

NOTE: The antenna cable is integral to the wiring harness and the center imaging amplifier is located under the instrument panel to the left of the steering column.

Normal Operation

The audio system is enabled when the key is in the RUN or ACC position. The CDX6 audio unit uses a center imaging amplifier and a subwoofer amplifier to power the center imaging and subwoofer speakers, respectively. The door speakers are powered directly by the audio unit. The vehicle navigation radio (VNR) unit uses an audio unit amplifier and a subwoofer amplifier to power the door speakers and the subwoofer speakers, respectively. The DM100i unit directly powers the four door speakers. It is not equipped with a subwoofer or center imaging speakers. All audio units have steering wheel controls. The antenna system contains an antenna module that helps reduce interference when using the AM/FM bands.

Principles of Operation CDX6 and DM100i

When the audio unit is powered up, a wake-up signal is sent to the subwoofer, amplifier, and audio unit amplifiers. Audio output signals are then sent continuously to the subwoofer amplifier and audio unit amplifier. These signals are then amplified and sent to the speakers as a fluctuating AC voltage, thus producing sound from the speakers. The steering wheel controls are a multiplexed system that use different resistor values to produce different voltage levels on a single circuit. Each button that is pressed results in a unique voltage signal at the audio unit. This voltage signal is then interpreted by the audio unit as a distinct command. The audio unit is linked to the SCP network and therefore, trouble codes can be obtained with a diagnostic tool. The audio unit also has a self-diagnostic mode that can be entered by pressing preset buttons 3 and 6 simultaneously.

Principles of Operation VNR

When the audio unit is powered up, a wake-up signal is sent to the subwoofer, amplifier, and audio unit amplifiers. Audio output signals are then sent continuously to the subwoofer amplifier and audio unit amplifier. These signals are then amplified and sent to the speakers as a fluctuating AC voltage, thus producing sound from the speakers. The steering wheel controls are a multiplexed system that use different resistor values to produce different voltage levels on a single circuit. Each button that is pressed results in a unique voltage signal at the audio unit. This voltage signal is then interpreted by the audio unit as a distinct command.

The navigation unit is responsible for generating the displays shown on the VNR screen by using video circuits (color generation and display synchronization), between the navigation unit and VNR. When an on-screen menu key is pressed on the VNR screen a signal is sent to the navigation unit through the controller area network (CAN) circuits. Refreshed data is then sent through the video circuits, and a new screen is displayed corresponding to which key was pressed. Diagnostic communication between the navigation unit and the VNR takes place over the CAN circuits. REFER to Section 419-02 for further information about the navigation system.

Entertainment System Printable View (436 KB)

Refer to Wiring Diagrams Cell 130 , Audio System--General Information for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Audio unit • Navigation system module • Antenna or antenna cable(s) • Antenna module • Speakers, mounting/speaker cones • Subwoofer amplifier • Center imaging amplifier • High powered amplifier • Radio ignition interference capacitors, radio frequency interference suppression bond, and radio receiver hood bonding strap	• Central junction box (CJB) fuses: ♦ 2 (5A) ♦ 18 (20A) ♦ 27 (10A) • Battery junction box (BJB) fuses: ♦ 14 (10A) ♦ 18 (20A) ♦ 22 (20A) ♦ 25 (40A) • Ignition switch

	• Circuitry

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector (DLC) located beneath the instrument panel and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:

- check that the program card is correctly installed.
- check the connections to the vehicle.
- check the key position.

5. **NOTE:** The audio unit must be in AM, FM1 or FM2 mode to enter diagnostic tool tester diagnostics.

   If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:

- SCP+ or SCP- circuit fault; all electronic control units no response/not equipped, refer to section 418-00.
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the audio unit.

7. If the DTCs retrieved are related to the concern, go to the Audio Unit Diagnostic Trouble Code (DTC) Index or the Navigation System Module Diagnostic Trouble Code (DTC) Index.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

9. If the fault is visually evident, GO to Symptom Chart .

10. If the fault is not visually evident, proceed to speaker walk-around test (CDX6 and DM100i), audio unit self-diagnostic mode or the diagnostic tool (VNR).

Audio Unit Self-Diagnostic Mode CDX6 and DM100i

NOTE: To enter the speaker walk-around test or the audio unit self-diagnostic mode, the audio unit must be on and in radio tuner mode (AM/FM). The audio unit self-diagnostic mode can only be entered while in the speaker walk-around test.

11. To enter the following audio unit self-diagnostic modes, press the preset button desired while in the speaker walk-around test. This will abort the speaker walk-around test and start the selected test.

12. The audio unit self-diagnostic mode has five tests available:
    - Preset button 1 = Audio internal/external SELF TEST. If SELF FAIL is displayed, press TUNE > to scroll view the stored DTCs . Refer to the Audio Unit Diagnostic Trouble Code (DTC) Index. If the system is OK, SELF PASS is displayed.
    - Preset button 2 = View/clear continuous diagnostic trouble codes (DTCs). NO DTCs is displayed if no DTCs are retrieved. If DTCs FOUND is displayed, press TUNE > button to view the DTCs retrieved. Refer to the Audio Unit Diagnostic Trouble Code (DTC) Index. To clear all DTCs press the EJECT button. DTCs CLEAR will be displayed.

- **NOTE:** Always document, clear and carry out the audio unit on-demand self-test again.

  Preset button 3 = SIGNAL TEST. This test measures the average strength at the current tuner setting.
- Preset button 4 = Software configuration level. This test queries each audio system controller for its software configuration level. SOFT LEVELS will be displayed upon completion of the query. Press TUNE > to scroll view the software configuration version level.
- Preset button 5 = DISPLAY TEST. This test will light all the audio unit display segments for five seconds and then turn all segments off. When the test is complete, DISPLAY TEST is displayed on the bezel.
- Preset button 6 = CONFIG LEVELS. This will show the software configuration for the audio unit. Press TUNE > to scroll view the audio unit software configuration.

13. To exit the audio unit self-diagnostic mode, turn the ignition switch or the audio unit OFF.

14. If the concern remains and the fault is not detected, proceed to Diagnostic Tool.

Speaker Walk-Around Test All Audio Units Except VNR

NOTE: To enter the speaker walk-around test or the audio unit self-diagnostic mode, the audio unit must be ON and in radio tuner mode (AM/FM).

1. To enter the speaker walk-around test, simultaneously press the audio unit preset buttons 3 and 6.

2. The speaker walk-around test stops at each speaker and applies a different tone to each speaker for about 1-2 seconds. Each speaker is tested and displayed on the audio unit in the following sequence: RF, LF, LR, RR, Subwoofer I, Subwoofer II.

3. The speaker walk-around test automatically continues and tests for a speaker short. If a speaker short exists, SPKR SHORT will be displayed.

Audio Unit Self-Diagnostic Mode Software Configuration Display

Controller	Description	Audio Unit Display Example
Main	Main Micro Software Version	MAIN ##.##.##
ADSP	ADSP Micro Software Version	ADSP ##.##.##
CDSP	CDSP Micro Software Version	CDSP ##.##.##
CDDJ	CDDJ Software Version	CDDJ ##.##.##
CD Changer	CDR Software Version	CD ##.##.##
RICP	RICP Software Version	RICP ##.##.##

Audio Unit Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU is Defective	Audio Unit	DOCUMENT and CLEAR the DTCs. CARRY OUT the Audio Unit On-Demand Self-Test. REMOVE the audio unit and SEND it

			to an authorized audio system repair facility if DTC B1342 is retrieved again. REFER to Audio Unit in this section. TEST the system for normal operation.
B2103	Antenna Not Connected	Audio Unit	Go To Pinpoint Test C .
B2401	Audio Tape Deck Mechanism Fault	Audio Unit	Not applicable for CDX6.
B2404	Audio Steering Wheel Switch Circuit Fault	Audio Unit	Go To Pinpoint Test H .
B2405	Audio Single-Disc CD Player Thermal Shutdown Fault	Audio Unit	Not applicable for CDX6.
B2406	Audio Single-Disc CD Player Internal Fault	Audio Unit	Not applicable for CDX6.
B2477	Module Configuration Fault	Audio Unit	REFER to Section 418-00 .
B2913	Subwoofer Not Connected	Audio Unit	Go To Pinpoint Test G .
U2003	Audio CD/DJ is Not Responding	Audio Unit	**NOTE:** U2003 is retrieved if CD/DJ is not present, disconnected, or inoperative. Not applicable for CDX6.
U2005	Audio Rear Integrated Control Panel Unit is Not Responding	Audio Unit	**NOTE:** U2005 is retrieved if RICP is not present, disconnected, or inoperative. Not applicable for CDX6.
U2008	Audio Phone is Not Responding	Audio Unit	Not applicable.
U2014	Audio Subwoofer Unit is Not Responding	Audio Unit	Not applicable for CDX6.
U2020	Center Image Amplifier is Not Responding	Audio Unit	Not applicable for CDX6.

Navigation System Module Diagnostic Trouble Code (DTC) Index

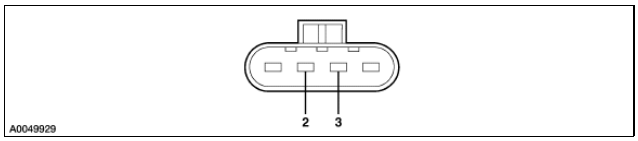
DTC	Description	Source	Action
B2103	Antenna Not Connected	Navigation System Module	Go To Pinpoint Test C .
B2208	Navigation System Module to Audio Unit Communication Error	Navigation System Module	REFER to Section 419-02 .
B2403	Audio CDDJ Internal Fault	Navigation System Module	REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.
B2404	Audio Steering Wheel Switch Circuit Fault	Navigation System Module	Go To Pinpoint Test H .

B2858	Audio Unit Is Defective	Navigation System Module	REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.
B2913	Subwoofer Not Connected	Navigation System Module	Go To Pinpoint Test G .
C1192	Vehicle Speed Circuit Failure.	Navigation System Module	If the map icon functions correctly, REMOVE the audio unit and send it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation. If the map icon does not function correctly, REFER to Section 419-02 for further information.
U1016	Vehicle Speed Signal Failure.	Navigation System Module	If the map icon functions correctly, INSTALL a new audio unit. REFER to Audio Unit in this section. TEST the system for normal operation. If the map icon does not function correctly, REFER to Section 419-02 for further information.

Symptom Chart

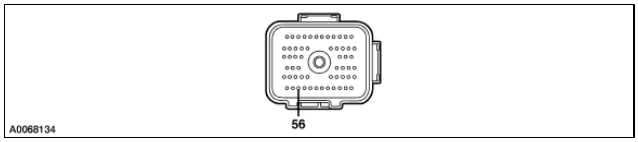
Symptom Chart
Connector Circuit Reference

Steering Wheel Audio Control Switch Connector



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	Circuit 8-MD26 (WH/BK) voltage reference from the audio/navigation control unit.	Less than 5 ohms between the steering wheel control switches and the clockspring. Greater than 10,000 ohms between the steering wheel control switch and ground.
3	Circuit 31S-PG24 (BK/OG) auxiliary audio controls, steering wheel ground, through the PCM.	Less than 5 ohms between the steering wheel control switch and the clockspring.

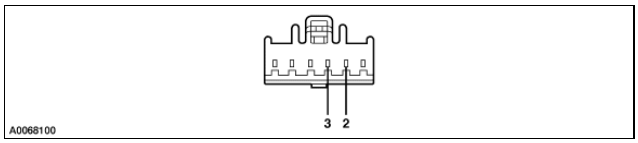
Powertrain Control Module (PCM) C175a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

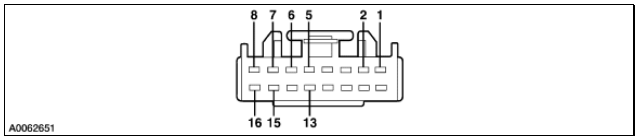
56	Circuit 31S-PG24 (BK/OG) steering wheel audio controls ground.	Less than 5 ohms between the steering wheel audio control switch and ground.

Clockspring C218b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	Circuit 8-MD26 (WH/BK) auxiliary audio controls, steering wheel, reference voltage.	Greater than 10 volts between audio unit and ground.
3	Circuit 31S-PG24 (BK/OG) steering wheel assembly, switch, common.	Less than 5 ohms between steering wheel switch and ground.

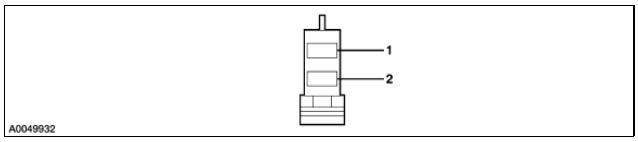
Center Imaging Amplifier C225



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 1-MD12 (WH) center imaging audio signal	Less than 5 ohms between the audio unit and the center imaging amplifier. Greater that 10,000 ohms between the audio unit and ground.
2	Circuit 2-MD12 (GY) center imaging audio return	Less than 5 ohms between the audio unit and the center imaging amplifier. Greater that 10,000 ohms between the audio unit and ground.
5	Circuit 8-MD31 (WH/GN) right center imaging speaker signal	Less than 5 ohms between the speaker and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.
6	Circuit 10-MD31 (GY/OG) right center imaging speaker return	Less than 5 ohms between the speaker and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.
7	Circuit 8-MD30 (WH/BU) left center imaging speaker return	Less than 5 ohms between the speaker and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.
8	Circuit 10-MD30 (GY/VT) left center imaging speaker signal	Less than 5 ohms between the speaker and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.
13	Circuit 7-MD12 (YE) center imaging amplifier enable	Less than 5 ohms between the audio unit and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.

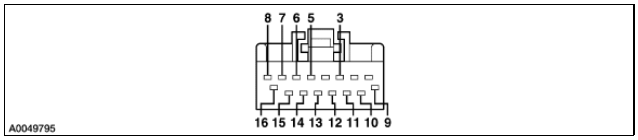
15	Circuit 31-MD12 (BK/YE) ground circuit	Less than 5 ohms between the center imaging amplifier and ground.
16	Circuit 29-MD12 (OG/YE) B+ battery feed	Greater than 10 volts between the center imaging amplifier and ground.

Center Imaging Speaker LH C230, RH C231



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C230)	Circuit 8-MD30 (WH/BU) center imaging amplifier output	Less than 5 ohms between the speaker and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.
2 (C230)	Circuit 10-MD30 (GY/VT) center imaging amplifier return	Less than 5 ohms between the speaker and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.
1 (C231)	Circuit 8-MD31 (WH/GN) center imaging amplifier output	Less than 5 ohms between the speaker and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.
2 (C231)	Circuit 10-MD31 (GY/OG) center imaging amplifier return	Less than 5 ohms between the speaker and the center imaging amplifier. Greater than 10,000 ohms between the center imaging amplifier and ground.

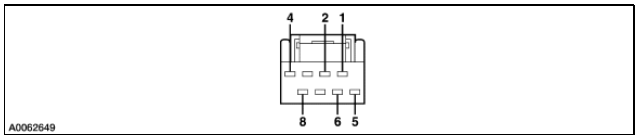
CDX6 Audio Unit C240a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	Circuit 50-MD15 (GY/OG) B+ power feed START position only	Greater than 10 volts with key in START position.
5	Circuit 8-MD18 (WH) RR speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
6	Circuit 10-MD18 (GY) RR speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
7	Circuit 8-MD17 (WH/RD) RF speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
8		

	Circuit 10-MD17 (GY/RD) RF speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
9	Circuit 29-MD15 (OG/BK) B+ battery feed, audio unit memory	Greater than 10 volts between the audio unit and ground.
10	Circuit 75-MD15 (YE/GN) B+ battery feed with the key in the ON and ACCESSORY positions	Greater than 10 volts between the audio unit and ground with the key in the ON or ACCESSORY positions.
11	Circuit 31-MD15B (BK/GN) audio unit ground	Less than 5 ohms between the audio unit and ground.
12	Circuit 8-MD11 (WH/VT) LR speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
13	Circuit 10-MD11 (GY/WH) LR speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
14	Circuit 8-MD10 (WH/BK) LF speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
15	Circuit 10-MD10 (GY/BK) LF speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
16	Circuit 31-MD15A (BK/GN) audio unit ground	Less than 5 ohms between the audio unit and ground.

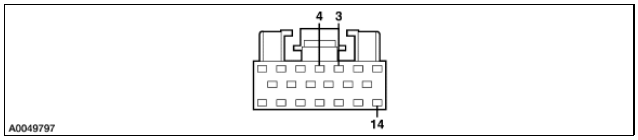
CDX6 Audio Unit C240b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 2-MD19 (GY/RD) subwoofer audio return	Less than 5 ohms between the audio unit and the subwoofer amplifier. Greater than 10,000 ohms between the audio unit and ground.
2	Circuit 1-MD19 (WH/RD) subwoofer audio output	Less than 5 ohms between the audio unit and the subwoofer amplifier. Greater than 10,000 ohms between the audio unit and ground.
4	Circuit 7-MD19 (YE/RD) subwoofer enable/clip detection	Less than 5 ohms between the audio unit and the subwoofer amplifier. Greater than 10,000 ohms between the audio unit and ground.
5	Circuit 2-MD12 (GY) center imaging amplifier return	Less than 5 ohms between the audio unit and the center imaging amplifier. Greater than 10,000 ohms between the audio unit and ground.
6	Circuit 1-MD12 (WH) center imaging amplifier output	Less than 5 ohms between the audio unit and the center imaging amplifier. Greater than 10,000 ohms between the audio unit and ground.

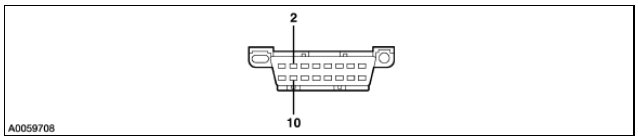
8	Circuit 7-MD12 (YE) center imaging amplifier enable	Less than 5 ohms between the audio unit and the center imaging amplifier. Greater than 10,000 ohms between the audio unit and ground.

CDX6 Audio Unit C240c



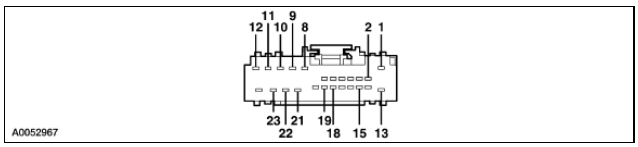
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	Circuit 4-EG10 (GY/BK) standard corporate protocol (SCP)	Less than 5 ohms between the audio unit and data link connector. Greater than 10,000 ohms between the audio unit and ground.
4	Circuit 5-EG10 (BU/YE) standard corporate protocol (SCP)	Less than 5 ohms between the audio unit and data link connector. Greater than 10,000 ohms between the audio unit and ground.
14	Circuit 8-MD26 (WH/BK) steering wheel audio controls reference signal	Less than 5 ohms between the audio unit and the steering wheel control switch. Greater than 10,000 ohms between the audio unit and ground.

Data Link Connector (DLC) C251



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	Circuit 4-EG7 (GY/RD) Standard Corporate Protocol (SCP) J1850 Communication Network	Less than 5 ohms between the audio unit and DLC and greater than 10,000 ohms between the audio unit and ground.
10	Circuit 5-EG7 (BU/RD) Standard Corporate Protocol (SCP) J1850 Communication Network	Less than 5 ohms between the audio unit and DLC and greater than 10,000 ohms between the audio unit and ground.

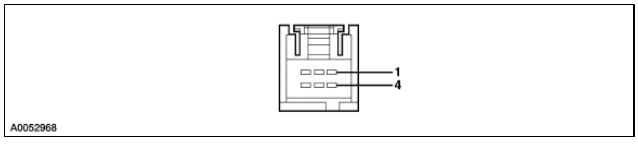
DM100i Audio Unit C290b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

1	Circuit 29-MD15 (OG/YE) B+ battery feed, audio unit memory	Greater than 10 volts between the audio unit and ground.
2	Circuit 75-MD15 (YE/GN) B+ battery feed with the key in the ON and ACCESSORY positions	Greater than 10 volts between the audio unit and ground with the key in the ON or ACCESSORY positions.
8	Circuit 8-MD10 (WH/BK) LF speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
9	Circuit 8-MD11 (WH/VT) LR speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
10	Circuit 8-MD18 (WH) RR speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
11	Circuit 8-MD17 (WH/RD) RF speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
12	Circuit 10-MD17 (GY/RD) RF speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
13	Circuit 31-MD15B (BK/GN) audio unit ground	Less than 5 ohms between the audio unit and ground.
15	Circuit 50-MD15 (GY/OG) B+ power feed START position only	Greater than 10 volts with key in START position.
18	Circuit 8-MD26 (WH/BK) steering wheel audio controls reference signal	Less than 5 ohms between the audio unit and the steering wheel control switch. Greater than 10,000 ohms between the audio unit and ground.
19	Circuit 31S-MD26 (BK/RD) steering wheel audio controls reference signal	Less than 5 ohms between the audio unit and the steering wheel control switch. Greater than 10,000 ohms between the audio unit and ground.
21	Circuit 10-MD10 (GY/BK) LF speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
22	Circuit 10-MD11 (GY/WH) LR speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
23	Circuit 10-MD18 (GY) RR speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.

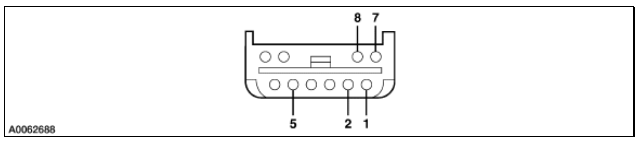
DM100i Audio Unit C290c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

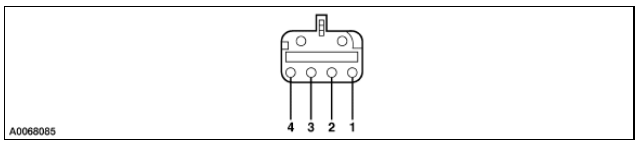
1	Circuit 4-EG10 (GY/BK) standard corporate protocol (SCP)	Less than 5 ohms between the audio unit and data link connector. Greater than 10,000 ohms between the audio unit and ground.
4	Circuit 5-EG10 (BU/YE) standard corporate protocol (SCP)	Less than 5 ohms between the audio unit and data link connector. Greater than 10,000 ohms between the audio unit and ground.

Subwoofer Amplifier C466a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 7-MD19 (YE/RD) subwoofer enable/clip detection	5 volts with audio unit ON. Less than 5 ohms between the audio unit and the subwoofer amplifier. Greater than 10,000 ohms between the audio unit and ground.
2	Circuit 31-MD19 (BK/BU) subwoofer amplifier ground	Less than 5 ohms between the subwoofer amplifier and ground.
5	Circuit 30-MD19A (RD/BU) B+ constant battery feed	Greater than 10 volts between the subwoofer amplifier and ground. Less than 5 ohms between the subwoofer amplifier and the CJB.
7	Circuit 1-MD19 (WH/RD) subwoofer audio output	Less than 5 ohms between the subwoofer amplifier and the audio unit. Greater than 10,000 ohms between the subwoofer and ground.
8	Circuit 2-MD19 (GY/RD) subwoofer audio return	Less than 5 ohms between the subwoofer amplifier and the audio unit. Greater than 10,000 ohms between the subwoofer and ground.

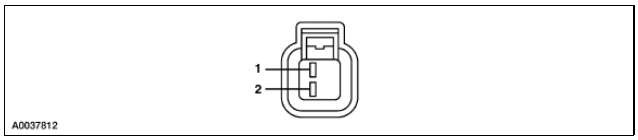
Subwoofer Amplifier C466b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 8-MD21 (WH/BU) right subwoofer speaker audio output	Less than 5 ohms between the right subwoofer speaker and the subwoofer amplifier. Greater than 10,000 ohms between the right subwoofer speaker and ground.
2	Circuit 10-MD21 (GY/VT) right subwoofer speaker audio return	Less than 5 ohms between the right subwoofer speaker and the subwoofer amplifier. Greater than 10,000 ohms between the right subwoofer speaker and ground.

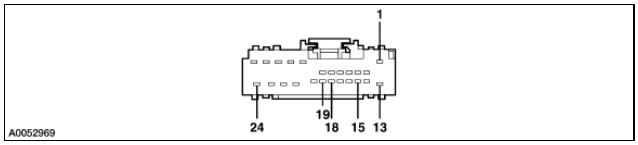
3	Circuit 8-MD22 (WH/GN) left subwoofer speaker audio output	Less than 5 ohms between the left subwoofer speaker and the subwoofer amplifier. Greater than 10,000 ohms between the left subwoofer speaker and ground.
4	Circuit 10-MD22 (GY/OG) left subwoofer speaker audio return	Less than 5 ohms between the left subwoofer speaker and the subwoofer amplifier. Greater than 10,000 ohms between the left subwoofer speaker and ground.

Speaker C523, C612, C702, C802



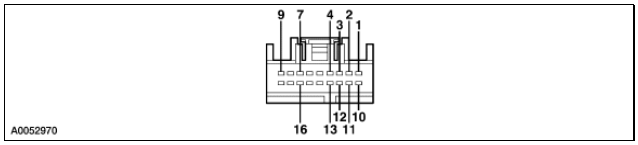
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C523)	Circuit 8-MD10 (WH/BK) LF speaker audio output	Less than 5 ohms between the LF speaker and the audio unit. Greater than 10,000 ohms between the LF speaker and ground.
2 (C523)	Circuit 10-MD10 (GY/BK) LF speaker audio return	Less than 5 ohms between the LF speaker and the audio unit. Greater than 10,000 ohms between the LF speaker and ground.
1 (C612)	Circuit 8-MD17 (WH/RD) RF speaker audio output	Less than 5 ohms between the RF speaker and the audio unit. Greater than 10,000 ohms between the RF speaker and ground.
2 (C612)	Circuit 10-MD17 (GY/RD) RF speaker audio return	Less than 5 ohms between the RF speaker and the audio unit. Greater than 10,000 ohms between the RF speaker and ground.
1 (C702)	Circuit 8-MD11 (WH/VT) LR speaker audio output	Less than 5 ohms between the LR speaker and the audio unit. Greater than 10,000 ohms between the LR speaker and ground.
2 (C702)	Circuit 10-MD11 (GY/WH) LR speaker audio return	Less than 5 ohms between the LR speaker and the audio unit. Greater than 10,000 ohms between the LR speaker and ground.
1 (C802)	Circuit 8-MD18 (WH) RR speaker audio output	Less than 5 ohms between the RR speaker and the audio unit. Greater than 10,000 ohms between the RR speaker and ground.
2 (C802)	Circuit 10-MD18 (GY) RR speaker audio return	Less than 5 ohms between the RR speaker and the audio unit. Greater than 10,000 ohms between the RR speaker and ground.

VNR Audio Unit C2253a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 29-MD15 (OG/BK) B+ battery feed, audio unit memory	Greater than 10 volts between the audio unit and ground.
13	Circuit 31-MD15B (BK/GN) audio unit ground	Less than 5 ohms between the audio unit and ground.
15	Circuit 50-MD15 (GY/OG) B+ power feed START position only	Greater than 10 volts with key in START position.
18	Circuit 8-MD26 (WH/BK) steering wheel audio controls reference signal	Less than 5 ohms between the audio unit and the clockspring. Greater than 10,000 ohms between the audio unit and ground.
19	Circuit 31S-MD26 (BK/RD) steering wheel audio controls reference signal	Less than 5 ohms between the audio unit and the clockspring. Greater than 10,000 ohms between the audio unit and ground.
24	Circuit 31-MD15A (BK/GN) audio unit ground	Less than 5 ohms between the audio unit and ground.

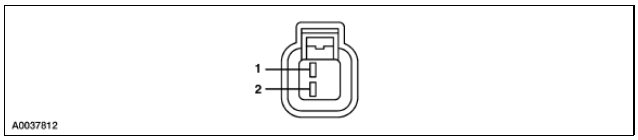
VNR Audio Unit C2253d



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 8-MD10A (WH/BK) LF speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
2	Circuit 8-MD17A (WH/RD) RF speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
3	Circuit 8-MD11A (WH/VT) LR speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
4	Circuit 8-MD18A (WH) RR speaker output	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
7	Circuit 1-MD19 (WH/RD) subwoofer audio output	Less than 5 ohms between the audio unit and the subwoofer amplifier. Greater than 10,000 ohms between the audio unit and ground.
9	Circuit 7-MD27 (YE/VT) subwoofer enable/clip detection	Less than 5 ohms between the audio unit and the subwoofer amplifier. Greater than 10,000 ohms between the audio unit and ground.

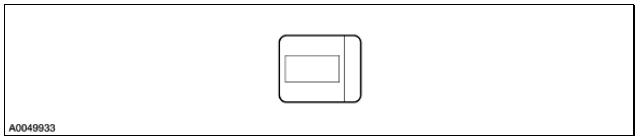
10	Circuit 10-MD10A (GY/BK) LF speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
11	Circuit 10-MD17A (GY/RD) RF speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
12	Circuit 10-MD11A (GY/WH) LR speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
13	Circuit 10-MD18A (GY) RR speaker return	Less than 5 ohms between the audio unit and the speaker and greater than 10,000 ohms between the audio unit and ground.
16	Circuit 2-MD19 (GY/RD) subwoofer audio return	Less than 5 ohms between the audio unit and the subwoofer amplifier. Greater than 10,000 ohms between the audio unit and ground.

Subwoofer Speaker LH C4068, RH C4069



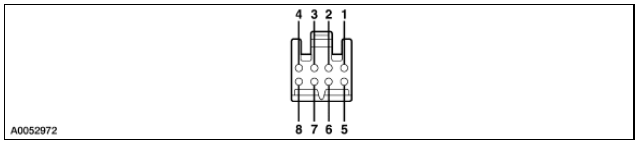
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C4068)	Circuit 8-MD22 (WH/GN) left subwoofer speaker audio output	Less than 5 ohms between the left subwoofer speaker and the subwoofer amplifier. Greater than 10,000 ohms between the left subwoofer speaker and ground.
2 (C4068)	Circuit 10-MD22 (GY/OG) left subwoofer speaker audio return	Less than 5 ohms between the left subwoofer speaker and the subwoofer amplifier. Greater than 10,000 ohms between the left subwoofer speaker and ground.
1 (C4069)	Circuit 8-MD21 (WH/BU) right subwoofer speaker audio output	Less than 5 ohms between the right subwoofer speaker and the subwoofer amplifier. Greater than 10,000 ohms between the right subwoofer speaker and ground.
2 (C4069)	Circuit 10-MD21 (GY/VT) right subwoofer speaker audio return	Less than 5 ohms between the right subwoofer speaker and the subwoofer amplifier. Greater than 10,000 ohms between the right subwoofer speaker and ground.

Antenna Isolator Module C4194



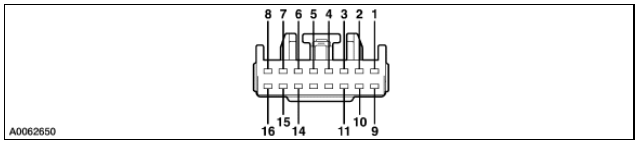
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 29S-MD7 (OG/BU) B+ battery feed with the key in the ON and ACC positions	Greater than 10 volts between the antenna isolator module and ground.

Audio Amplifier C4208a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 10-MD18A (GY) RR speaker return	Less than 5 ohms between the audio unit and the audio amplifier and greater than 10,000 ohms between the audio amplifier audio unit and ground.
2	Circuit 10-MD17A (GY/RD) RF speaker return	Less than 5 ohms between the audio unit and the audio amplifier and greater than 10,000 ohms between the audio amplifier and ground.
3	Circuit 10-MD11A (GY/WH) LR speaker return	Less than 5 ohms between the audio unit and the audio amplifier and greater than 10,000 ohms between the audio amplifier and ground.
4	Circuit 10-MD10A (GY/BK) LF speaker return	Less than 5 ohms between the audio unit and the audio amplifier and greater than 10,000 ohms between the audio amplifier and ground.
5	Circuit 8-MD18A (WH) RR speaker output	Less than 5 ohms between the audio unit and the audio amplifier and greater than 10,000 ohms between the audio amplifier and ground.
6	Circuit 8-MD17A (WH/RD) RF speaker output	Less than 5 ohms between the audio unit and the audio amplifier and greater than 10,000 ohms between the audio amplifier and ground.
7	Circuit 8-MD11A (WH/VT) LR speaker output	Less than 5 ohms between the audio unit and the audio amplifier and greater than 10,000 ohms between the audio amplifier and ground.
8	Circuit 8-MD10A (WH/BK) LF speaker output	Less than 5 ohms between the audio unit and the audio amplifier and greater than 10,000 ohms between the audio amplifier and ground.

Audio Amplifier C4208b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 8-MD18 (WH) RR speaker output	Less than 5 ohms between the audio amplifier and the speaker and greater than 10,000 ohms between the audio amplifier and ground.
2	Circuit 10-MD18 (GY) RR speaker return	Less than 5 ohms between the audio amplifier and the speaker and greater than 10,000 ohms between the audio amplifier and ground.
3	Circuit 8-MD17 (WH/RD) RF speaker output	Less than 5 ohms between the audio amplifier and the speaker and greater than 10,000 ohms between the audio amplifier and ground.
4	Circuit 10-MD17 (GY/RD) RF speaker return	Less than 5 ohms between the audio amplifier and the speaker and greater than 10,000 ohms between the audio amplifier and ground.
5	Circuit 8-MD11 (WH/VT) LR speaker output	Less than 5 ohms between the audio amplifier and the speaker and greater than 10,000 ohms between the audio amplifier and ground.
6	Circuit 10-MD11 (GY/WH) LR speaker return	Less than 5 ohms between the audio amplifier and the speaker and greater than 10,000 ohms between the audio amplifier and ground.
7	Circuit 8-MD10 (WH/BK) LF speaker output	Less than 5 ohms between the audio amplifier and the speaker and greater than 10,000 ohms between the audio amplifier and ground.
8	Circuit 10-MD10 (GY/BK) LF speaker return	Less than 5 ohms between the audio amplifier and the speaker and greater than 10,000 ohms between the audio amplifier and ground.
9	Circuit 31-MD27A (BK/WH) audio amplifier ground	Less than 5 ohms between the audio amplifier and ground.
10	Circuit 31-MD27B (BK/WH) audio amplifier ground	Less than 5 ohms between the audio amplifier and ground.
11	Circuit 31-MD27C (BK/WH) audio amplifier ground	Less than 5 ohms between the audio amplifier and ground.
14	Circuit 30-MD27A (RD/WH) B+ battery feed	Greater than 10 volts between the audio amplifier and ground.
15	Circuit 30-MD27B (RD/WH) B+ battery feed	Greater than 10 volts between the audio amplifier and ground.
16	Circuit 30-MD27C (RD/WH) B+ battery feed	Greater than 10 volts between the audio amplifier and ground.

Pinpoint Test A: No Communication with the Audio Unit CDX6 and DM100i Only

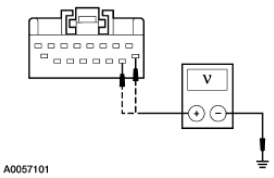
Normal Operation

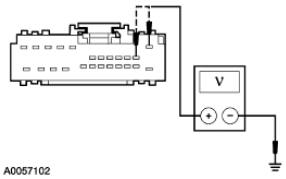
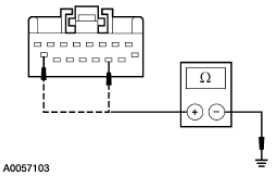
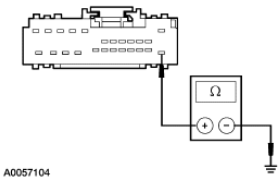
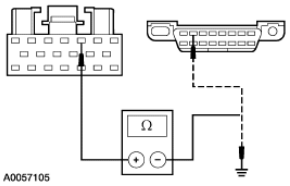
When the key is in the ON position and the audio unit is turned on, communication is possible between the diagnostic tool and the audio unit. The diagnostic tool retrieves codes and data.

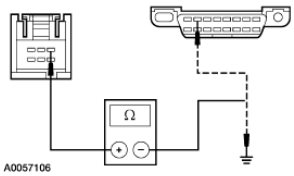
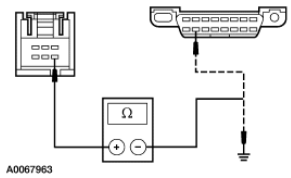
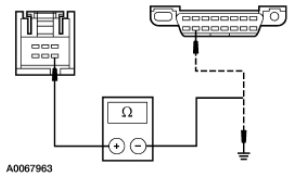
Possible Causes

- central junction box (CJB) fuse(s):
  - ♦ 18 (20A)
  - ♦ 27 (10)
- battery junction box (BJB) fuse(s):
  - ♦ 22 (20A)
  - ♦ 25 (40A)
- standard corporate protocol (SCP) communication network
- circuit 4-EG7 (GY/RD) open or short to ground
- circuit 5-EG7 (BU/RD) open or short to ground
- circuit 4-EG10 (GY/BK) open or short to ground
- circuit 5-EG10 (BU/YE) open or short to ground
- circuit 29-MD15 (OG/BK) open or short to ground
- circuit 31-MD15A (BK/GN) open
- circuit 31-MD15B (BK/GN) open
- 75-MD15 (YE/GN) open
- audio unit

PINPOINT TEST A: NO COMMUNICATION WITH THE AUDIO UNIT CDX6 AND DM100i ONLY

Test Step	Result / Action to Take
A1 CHECK THE VOLTAGE TO THE AUDIO UNIT	
• Key in OFF position. • Disconnect: Audio Unit C240a and C240c (CDX6). • Disconnect: Audio Unit C290b and C290c (DM100i). • Key in ON position. • For CDX6, measure the voltage between the audio unit C240a-9, circuit 29-MD15 (OG/BK), harness side and ground; and between the audio unit C240a-10, circuit 75-MD15 (YE/GN), harness side and ground.  A0057101 • For DM100i, measure the voltage between the audio unit C290b-1, circuit 29-MD15 (OG/BK), harness side and ground; and between the audio unit C290b-2, circuit 75-MD15 (YE/GN), harness side and ground.	**Yes** GO to A2 . **No** REPAIR the circuit in question. REPEAT the data link diagnostic test.

 A0057102 • **Are the voltages greater than 10 volts?**	
A2 CHECK THE GROUND TO THE AUDIO UNIT	
• Key in OFF position. • For CDX6, measure the resistance between the audio unit C240a-11, circuit 31-MD15B (BK/GN), harness side and ground; and between the audio unit C240a-16, circuit 31-MD15A (BK/GN), harness side and ground.  A0057103 • For DM100i, measure the resistance between the audio unit C290b-13, circuit 31-MD15B (BK/GN), harness side and ground.  A0057104 • **Are the resistances less than 5 ohms?**	**Yes** GO to A3 . **No** REPAIR the circuit in question. REPEAT the data link diagnostic test.
A3 CHECK CIRCUIT 4-EG10 (GY/BK)/4-EG7 (GY/RD) FOR OPENS AND SHORTS TO GROUND	
• For CDX6, measure the resistance between the audio unit C240c-3, circuit 4-EG10 (GY/BK), harness side and the data link connector (DLC) C251-2, circuit 4-EG7 (GY/RD), harness side; and between the audio unit C240c-3, circuit 4-EG10 (GY/BK), harness side and ground.  A0057105 • For DM100i, measure the resistance between the audio unit C290c-1, circuit 4-EG10 (GY/BK), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side; and between the audio unit C290c-1, circuit 4-EG10 (GY/BK), harness side and ground.	**Yes** GO to A4 . **No** REPAIR the circuit in question. REPEAT the data link diagnostic test.

 A0057106 • **Is the resistance less than 5 ohms between the audio unit and the DLC and greater than 10,000 ohms between the audio unit and ground?**	
A4 CHECK CIRCUITS 5-EG10 (BU/YE)/5-EG7 (BU/RD) FOR OPENS AND SHORTS TO GROUND	
• For CDX6, measure the resistance between the audio unit C240c-4, circuit 5-EG10 (BU/YE), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side; and between the audio unit C240c-4, circuit 5-EG10 (BU/YE), harness side and ground.  A0067963 • For DM100i, measure the resistance between the audio unit C290c-4, circuit 5-EG10 (BU/YE), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side; and between the audio unit C290c-4, circuit 5-EG10 (BU/YE), harness side and ground.  A0067963 • **Is the resistance less than 5 ohms between the audio unit and the DLC and greater than 10,000 ohms between the audio unit and ground?**	**Yes** REFER to Section 418-00 for further information. **No** REPAIR the circuit in question. REPEAT the data link diagnostic test.

Pinpoint Test B: The Audio Unit is Inoperative/Does Not Operate Correctly

Normal Operation

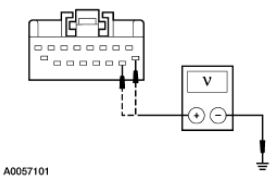
The audio unit is powered up when the ignition is in the ON or ACC position. The audio unit will provide audio signals to the speakers, subwoofer amplifier, and center imaging or audio amplifier (if equipped), thus producing sound.

Possible Causes

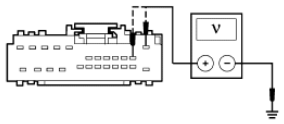
- central junction box (CJB) fuse(s):
  - 2 (5A)
  - 18 (20A)
  - 27 (10A)
- circuit 29-MD15 (OG/BK) open or short to ground
- circuit 31-MD15A, (BK/GN) open
- circuit 31-MD15B (BK/GN) open

- circuit 50-MD15 (GY/OG) short to power
- circuit 75-MD15 (YE/GN) open or short to ground
- audio unit

PINPOINT TEST B: THE AUDIO UNIT IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

Test Step	Result / Action to Take
B1 CHECK OPERATION OF THE AUDIO UNIT	
• Key in ON position. • Turn on the audio unit. • **Is the audio unit display illuminated?**	**Yes** GO to B2 . **No** GO to B4 .
B2 CHECK FOR SOUND COMING FROM THE SPEAKERS	
• Carry out the speaker walk-around test by pressing preset buttons 3 and 6 simultaneously. • Check for sound from the speakers. • **Is sound coming from the speakers?**	**Yes** GO to B3 . **No** Go To Pinpoint Test H .
B3 CARRY OUT CONTROLS AND FEATURES TEST	
• Verify that all the audio system controls and features operate correctly; refer to the owner literature. • **Do all the controls and features operate correctly?**	**Yes** The system is OK. **No** REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.
B4 CHECK THE VOLTAGE TO THE AUDIO UNIT	
• Key in OFF position. • Disconnect: Audio Unit C240a (CDX6). • Disconnect: Audio Unit C290b (DM100i). • Disconnect: Audio Unit C2253a (VNR). • Key in ON position. • For CDX6, measure the voltage between the audio unit C240a-9, circuit 29-MD15 (OG/BK), harness side and ground; and between the audio unit C240a-10, circuit 75-MD15 (YE/GN), harness side and ground.  • For DM100i or VNR, measure the voltage between the audio unit and ground as follows:	**Yes** GO to B5 . **No** REPAIR the circuit in question. TEST the system for normal operation.

Audio Unit	Connector-Pin	Circuit
DM100i	C290b-1	Circuit 29-MD15 (OG/BK)
DM100i	C290b-2	75-MD15 (YE/GN)
VNR	C2253a-1	29-MD15 (OG/BK)

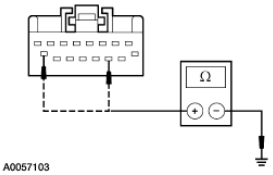


A0065069

- **Are the voltages greater than 10 volts?**

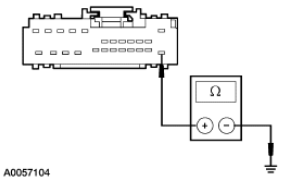
B5 CHECK THE GROUND TO THE AUDIO UNIT

- Key in OFF position.
- For CDX6, measure the resistance between the audio unit C240a-11, circuit 31-MD15B (BK/GN), harness side and ground; and between the audio unit C240a-16, circuit 31-MD15A (BK/GN), harness side and ground.



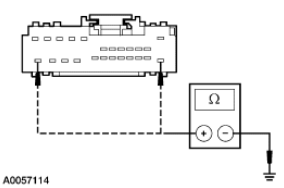
A0057103

- For DM100i, measure the resistance between the audio unit C290b-13, circuit 31-MD15B (BK/GN), harness side and ground.



A0057104

- For VNR, measure the resistance between the audio unit C2253a-13, circuit 31-MD15B (BK/GN), harness side and ground; and between the audio unit C2253a-24, circuit 31-MD15A (BK/GN), harness side and ground.



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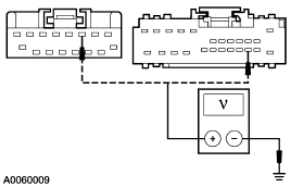
- **Are the resistances less than 5 ohms?**

Yes
GO to B6 .

No
REPAIR the circuit in question. TEST the system for normal operation.

B6 CHECK CIRCUIT 50-MD15 (GY/OG) FOR SHORT TO POWER WITH KEY IN ACC POSITION	
• Key in ACCESSORY position. • Measure the voltage between audio unit C240a-3 (CDX6), C290b-15 (DM100i), or C2253a-15 (VNR), circuit 50-MD15 (GY/OG), harness side and ground.  • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.

Pinpoint Test C: Poor Reception

Normal Operation

The radio suppression equipment reduces interference transmitted through the speakers by the engine ignition and electrical systems.

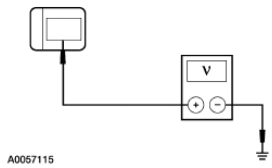
Possible Causes

- antenna
- antenna connections
- noise suppression equipment
- antenna isolator module
- audio unit

PINPOINT TEST C: POOR RECEPTION

Test Step	Result / Action to Take
C1 CHECK THE RADIO SIGNAL RECEPTION	
• Check the audio unit signal reception with both the engine running and with the engine off. • **Is the audio unit signal reception noisy only with the engine running?**	**Yes** GO to C2 . **No** GO to C8 .
C2 CHECK SUPPRESSION EQUIPMENT	
• Check all required suppression equipment, radio frequency interference suppression bond, and the hood bonding strap for security, cleanliness, and metal-to-metal contact.	**Yes** GO to C3 . **No** INSTALL new radio frequency interference suppression bonds or related equipment. CLEAN or SECURE the connections as necessary. TEST the system for normal operation.

• **Are the contacts clean, secure, and in metal-to-metal contact?**	
C3 CHECK THE CAPACITOR MOUNTING AND CONNECTING CIRCUITS	
NOTE: The capacitor mounting points are used to complete the electrical circuit and must be mounted securely to clean surfaces. • Check the mounting and connecting circuits of the radio ignition interference capacitor(s) for security, cleanliness, and metal-to-metal contact. Refer to Antenna in this section. • **Are the contacts clean, secure, and in metal-to-metal contact?**	**Yes** GO to C4 . **No** CLEAN or SECURE the connections as necessary. TEST the system for normal operation.
C4 CHECK THE RADIO IGNITION INTERFERENCE CAPACITOR(S) AND THE GENERATOR	
• Check the operation of the radio ignition interference capacitor(s) by installing known good component(s). • Check the generator by disconnecting the wiring harness from the voltage regulator. • Key in START position. • Check the operation of the audio unit. • **Is the noise eliminated?**	**Yes** REPAIR or INSTALL new components as necessary. TEST the system for normal operation. **No** GO to C5 .
C5 CHECK THE IGNITION CIRCUITS	
• Key in OFF position. • Check the ignition circuits for correct routing, grounding, and security of connections. • **Are the circuits OK?**	**Yes** GO to C6 . **No** REPAIR the circuit as necessary. TEST the system for normal operation.
C6 CHECK THE IGNITION SYSTEM	
• Test the ignition system; refer to Section 303-04A (3.0L 4V) or Section 303-04B (3.9L). • **Is the ignition system OK?**	**Yes** GO to C7 . **No** REPAIR the ignition system. REFER to Section 303-07. TEST the system for normal operation.
C7 SUBSTITUTE THE AUDIO UNIT	
• Key in OFF position. • Substitute a known good audio unit. • Key in START position. • Check the operation of the audio unit. • **Is the noise eliminated?**	**Yes** REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation. **No**

	REINSTALL the original audio unit. USE a jumper cable to ground various parts of the vehicle to the frame (for example: engine, fenders, quarter panels, stone deflectors, air cleaner, body sheet metal). When the noise is eliminated, PROVIDE a permanent ground where necessary. TEST the system for normal operation.
C8 CHECK ANTENNA FOR DAMAGE	
• Key in OFF position. • Disconnect: Antenna Lead Terminal. • Measure the resistance between the antenna cable lead terminal and the end of the antenna grid wire. • **Is the resistance less than 8 ohms?**	**Yes** GO to C9 . **No** REPAIR the antenna. REFER to Antenna in this section.
C9 CHECK VOLTAGE TO ANTENNA ISOLATOR MODULE	
• Disconnect: Antenna Isolator Module C4194. • Key in ON position. • Measure the voltage between the antenna isolator module C4194, circuit 29S-MD7 (OG/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to C10 . **No** REPAIR the circuit. TEST the system for normal operation.
C10 SUBSTITUTE ANTENNA ISOLATOR MODULE	
• Key in OFF position. • Substitute a known good antenna isolator module. • Key in START position. • Check the operation of the audio unit. • **Is the noise eliminated?**	**Yes** INSTALL a new antenna isolator module. REFER to Antenna in this section. TEST the system for normal operation. **No** GO to C11 .
C11 SUBSTITUTE ANTENNA EXTENSION CABLE(S)	
• Key in OFF position. • Substitute a known good antenna cable(s) between the antenna isolator module and the audio unit. • Key in START position. • Check the operation of the audio unit. • **Is the noise eliminated?**	**Yes** INSTALL a new antenna cable. REFER to Antenna in this section. TEST the system for normal operation. **No** REINSTALL the original antenna cable. REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.

Pinpoint Test D: Poor Quality/Distorted Sound or No Sound from one or more Speakers (Not All Speakers) DM100i

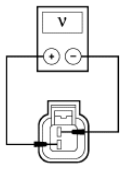
Normal Operation

The audio unit directs the audio signals to the speakers through separate positive and negative circuits for each of the four audio channels LF, RF, LR, and RR. The audio unit provides internal circuit protection for shorts to ground, shorts to B+ battery or shorts between any output circuits.

Possible Causes

- speakers
- audio unit
- high resistance or short to ground in speaker circuits

PINPOINT TEST D: POOR QUALITY/DISTORTED SOUND OR NO SOUND FROM ONE OR MORE SPEAKERS (NOT ALL SPEAKERS) DM100i

Test Step	Result / Action to Take
D1 CHECK FOR SOUND	
• Key in ON position. • Turn on the audio unit. • Carry out the speaker walk-around test by pressing preset buttons 3 and 6 simultaneously. • **Do all speakers have poor quality/distorted sound or no sound?**	**Yes** SEND the audio unit to an authorized audio system repair facility. TEST the system for normal operation. **No** GO to D2 .
D2 CHECK FOR AN AUDIO SIGNAL OUTPUT TO THE SPEAKER WITH POOR QUALITY/DISTORTED SOUND OR NO SOUND	
• Key in OFF position. • Disconnect: Speaker(s) with poor quality/distorted sound or no sound. • Key in ON position. • Turn on the audio unit. • Measure the voltage between pin 1 and pin 2 of the speaker with poor quality/distorted sound or no sound.  A0057116 • **Is there a fluctuating AC voltage?**	**Yes** INSTALL a new speaker. REFER to Door Speaker in this section. TEST the system for normal operation. **No** GO to D3 .
D3 CHECK THE CIRCUITS BETWEEN THE SPEAKER(S) AND THE AUDIO UNIT FOR OPENS AND SHORTS TO GROUND	

- Key in OFF position.
- Disconnect: Audio Unit C290b.
- Disconnect: Inoperative Audio Speaker(s).
- Measure the resistance between the speaker with poor quality/distorted sound and the audio unit, and between the audio unit and ground as follows:

Speaker	Speaker Pin	Audio Unit Pin	Circuit
LF C523	1	8	8-MD10 (WH/BK)
LF C523	2	21	10-MD10 (GY/BK)
RF C612	1	11	8-MD17 (WH/RD)
RF C612	2	12	10-MD17 (GY/RD)
LR C702	1	9	8-MD11 (WH/VT)
LR C702	2	22	10-MD11 (GY/WH)
RR C802	1	10	8-MD18 (WH)
RR C802	2	23	10-MD18 (GY)

- **Are the resistance(s) less than 5 ohms between the speaker connector(s) and the audio unit, and greater than 10,000 ohms between the audio unit connector and ground?**

Yes
REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.

No
REPAIR the circuit in question. TEST the system for normal operation.

Pinpoint Test E: Poor Quality/Distorted Sound or No Sound From One or More Speakers (Not All Speakers) CDX6

Normal Operation

The audio unit directs the audio signals to the speakers through separate positive and negative circuits for each of the four audio channels LF, RF, LR, and RR. The audio unit also directs the audio signals to the center imaging amplifier. The signals are then amplified by the center imaging amplifier and sent to both of the center imaging speakers. The audio unit provides internal circuit protection for shorts to ground, shorts to B+ battery or shorts between any output circuits.

Possible Causes

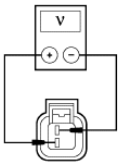
- central junction box (CJB) fuse 18 (20A)
- battery junction box (BJB) fuse 25 (40A)
- speaker(s)
- audio unit
- center imaging amplifier
- speaker circuit(s) open or short to ground

PINPOINT TEST E: POOR QUALITY/DISTORTED SOUND OR NO SOUND FROM ONE OR MORE SPEAKERS (NOT ALL SPEAKERS) CDX6

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>E1 CHECK FOR SOUND</td><td></td></tr>
<tr><td>• Key in ON position.
• Turn on the audio unit.
• Carry out the speaker walk-around test by pressing preset buttons 3 and 6 simultaneously.
• Do all speakers have poor quality/distorted sound or no sound?</td><td>Yes
SEND the audio unit to an authorized audio system repair facility. TEST the system for normal operation.

No
If one or more of the door speakers is inoperative GO to E2 .

If one or more center imaging speakers is inoperative, GO to E4 .</td></tr>
<tr><td>E2 CHECK FOR AN AUDIO SIGNAL OUTPUT TO THE SPEAKER WITH POOR QUALITY/DISTORTED SOUND OR NO SOUND</td><td></td></tr>
<tr><td>• Key in OFF position.
• Disconnect: Speaker(s) with poor quality/distorted sound or no sound.
• Key in ON position.
• Turn on the audio unit.
• Measure the voltage between pin 1 and pin 2 of the speaker with poor quality/distorted sound or no sound.

A0057116
• Is there a fluctuating AC voltage?</td><td>Yes
INSTALL a new speaker. REFER to Door Speaker in this section. TEST the system for normal operation.

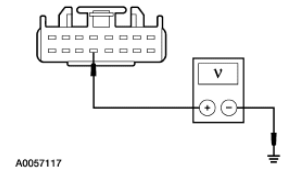
No
GO to E3 .</td></tr>
<tr><td>E3 CHECK THE CIRCUITS BETWEEN THE SPEAKER(S) AND THE AUDIO UNIT FOR OPENS AND SHORTS TO GROUND</td><td></td></tr>
<tr><td>• Key in OFF position.
• Disconnect: Audio Unit C240a.
• Disconnect: Inoperative Audio Speaker(s).
• Measure the resistance between the speaker with poor quality/distorted sound and the audio unit, and between the audio unit C240a and ground as follows:

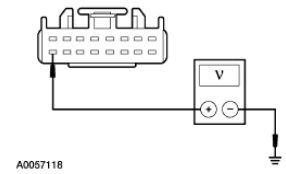
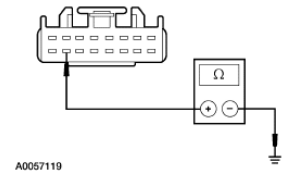
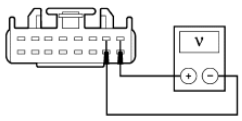
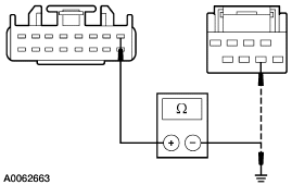
<table><tr><th>Speaker</th><th>Speaker Pin</th><th>Audio Unit Pin</th><th>Circuit</th></tr></table></td><td>Yes
REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.

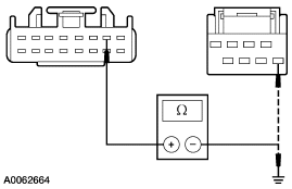
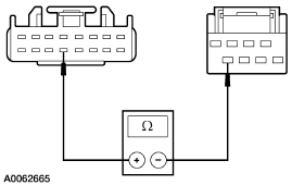
No
REPAIR the circuit in question. TEST the system for normal operation.</td></tr>
</table>

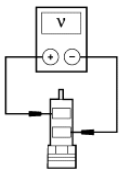
LF C523	1	14	8-MD10 (WH/BK)
LF C523	2	15	10-MD10 (GY/BK)
RF C612	1	7	8-MD17 (WH/RD)
RF C612	2	8	10-MD17 (GY/RD)
LR C702	1	12	8-MD11 (WH/VT)
LR C702	2	13	10-MD11 (GY/WH)
RR C802	1	5	8-MD18 (WH)
RR C802	2	6	10-MD18 (GY)

- **Are the resistance(s) less than 5 ohms between the speaker connector(s) and the audio unit, and greater than 10,000 ohms between the audio unit connector and ground?**

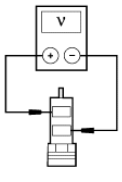
E4 CHECK THE CENTER IMAGING SPEAKER OPERATION	
• Key in ON position. • Turn the audio unit on. • Check the operation of the center imaging speakers. • **Are both center imaging speakers inoperative?**	**Yes** GO to E5 . **No** GO to E12 .
E5 CHECK CIRCUIT 7-MD12 (YE) FOR POWER	
• Key in OFF position. • Disconnect: Center Imaging Amplifier C225. • Key in ON position. • Turn on the audio unit. • Measure the voltage between the center imaging amplifier C225-13, circuit 7-MD12 (YE), harness side and ground.  • **Is any voltage present?**	**Yes** GO to E6 . **No** GO to E11 .
E6 CHECK CIRCUIT 29-MD12 (OG/YE) FOR VOLTAGE	
• Measure the voltage between the center imaging amplifier C225-16, circuit 29-MD12 (OG/YE), harness side and ground.	**Yes** GO to E7 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0057118 • **Is the voltage greater than 10 volts?**	
E7 CHECK GROUND CIRCUIT 31-MD12 (BK/YE) FOR OPEN	
• Key in OFF position. • Measure the resistance between the center imaging amplifier C225-15, circuit 31-MD12 (BK/YE), harness side and ground.  A0057119 • **Is the resistance less than 5 ohms?**	**Yes** GO to E8 . **No** REPAIR the circuit. TEST the system for normal operation.
E8 CHECK FOR AN AUDIO SIGNAL OUTPUT TO THE AMPLIFIER	
• Measure the voltage between the center imaging amplifier C225-1, circuit 1-MD12 (WH), harness side and the center imaging amplifier C225-2, circuit 2-MD12 (GY), harness side.  A0065070 • **Is there a fluctuating AC voltage?**	**Yes** INSTALL a new center imaging amplifier. REFER to Audio Unit Amplifier Center Imaging in this section. TEST the system for normal operation. **No** GO to E9 .
E9 CHECK CIRCUIT 1-MD12 (WH) FOR OPEN OR SHORT TO GROUND	
• Disconnect: Audio Unit C240b. • Measure the resistance between the center imaging amplifier C225-1, circuit 1-MD12 (WH), harness side and the audio unit C240b-6, circuit 1-MD12 (WH), harness side; and between the center imaging amplifier C225-1, circuit 1-MD12 (WH), harness side and ground.  A0062663	**Yes** GO to E10 . **No** REPAIR the circuit. TEST the system for normal operation.

• **Is the resistance less than 5 ohms between the center imaging amplifier and the audio unit, and greater than 10,000 ohms between the center imaging amplifier and ground?**	
E10 CHECK CIRCUIT 2-MD12 (GY) FOR OPEN OR SHORT TO GROUND	
• Measure the resistance between the center imaging amplifier C225-2, circuit 2-MD12 (GY), harness side and the audio unit C240b-5, circuit 2-MD12 (GY), harness side; and between the center imaging amplifier C225-2, circuit 2-MD12 (GY), harness side and ground.  • **Is the resistance less than 5 ohms between the center imaging amplifier and the audio unit, and greater than 10,000 ohms between the center imaging amplifier and ground?**	**Yes** REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
E11 CHECK CIRCUIT 7-MD12 (YE) FOR OPEN	
• Key in OFF position. • Disconnect: Audio Unit C240b. • Measure the resistance between the center imaging amplifier C225-13, circuit 7-MD12 (YE), harness side and the audio unit C240b-8, circuit 7-MD12 (YE), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
E12 CHECK FOR AN AUDIO SIGNAL OUTPUT TO THE INOPERATIVE CENTER IMAGING SPEAKER	
• Disconnect: Inoperative Center Imaging Speaker. • Key in ON position. • For the LH center imaging speaker, measure the voltage between the center imaging speaker C230-1, circuit 8-MD30 (WH/BU), harness side and C230-2, circuit 10-MD30 (GY/VT), harness side.	**Yes** INSTALL a new center imaging speaker. REFER to Audio Unit Amplifier Center Imaging in this section. TEST the system for normal operation. **No** GO to E13 .



- For the RH center imaging speaker, measure the voltage between the center imaging speaker C231-1, circuit 8-MD31 (WH/GN), harness side and C231-2, circuit 10-MD31 (GY/OG), harness side.



- **Is there a fluctuating AC voltage?**

E13 CHECK THE AUDIO SIGNAL CIRCUITS TO THE INOPERATIVE CENTER IMAGING SPEAKER FOR OPENS AND SHORT TO GROUND

- Key in OFF position.
- Disconnect: Center Imaging Amplifier C225.
- Measure the resistance between the inoperative center imaging speaker and the center imaging amplifier, and between the center imaging amplifier and ground in the following groups:

Speaker	Amplifier Pin	Center Imaging Speaker Pin	Circuit
LH C230	7	1	8-MD30 (WH/BU)
LH C230	8	2	10-MD30 (GY/VT)
RH C231	5	1	8-MD31 (WH/GN)
RH C231	6	2	10-MD31 (GY/OG)

- **Is the resistance less than 5 ohms between the center imaging amplifier and the inoperative center imaging speaker, and greater than 10,000 ohms between the center imaging amplifier and ground?**

Yes
INSTALL a new center imaging amplifier. REFER to Audio Unit Amplifier Center Imaging in this section. TEST the system for normal operation.

No
REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test F: Poor Quality/Distorted Sound or No Sound From One or More Speakers (Not All Speakers) Vehicle Navigation Radio (VNR)

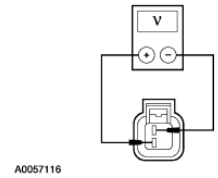
Normal Operation

The audio unit directs the audio signals to the audio amplifier through separate positive and negative circuits for each of the four audio channels LF, RF, LR, and RR. The signals are then amplified by the audio amplifier and sent to the four door speakers. The audio unit provides internal circuit protection for shorts to ground, shorts to B+ battery or shorts between any output circuits.

Possible Causes

- speaker(s)
- audio unit
- audio amplifier
- speaker circuit(s) open or short to ground

PINPOINT TEST F: POOR QUALITY/DISTORTED SOUND OR NO SOUND FROM ONE OR MORE SPEAKERS (NOT ALL SPEAKERS) VEHICLE NAVIGATION RADIO (VNR)

Test Step	Result / Action to Take
F1 CHECK FOR SOUND	
• Key in ON position. • Turn on the audio unit. • Carry out the speaker walk-around test by pressing the map dest buttons simultaneously. • **Do all four speakers have poor quality/distorted sound or no sound?**	**Yes** GO to F6 . **No** GO to F2 .
F2 CHECK FOR AN AUDIO SIGNAL OUTPUT TO THE SPEAKER WITH POOR QUALITY/DISTORTED SOUND OR NO SOUND	
• Key in OFF position. • Disconnect: Speaker(s) with poor quality/distorted sound or no sound. • Key in ON position. • Turn on the audio unit. • Measure the voltage between pin 1 and pin 2 of the speaker with poor quality/distorted sound or no sound.  A0057116 • **Is there a fluctuating AC voltage?**	**Yes** INSTALL a new speaker. REFER to Door Speaker in this section. TEST the system for normal operation. **No** GO to F3 .
F3 CHECK THE CIRCUITS BETWEEN THE SPEAKER(S) AND THE AUDIO AMPLIFIER	

- Key in OFF position.
- Disconnect: Audio Amplifier C4208b.
- Disconnect: Inoperative Audio Speaker(s).
- Measure the resistance between the speaker with poor quality/distorted sound and the audio amplifier C4208b, and between the audio amplifier C4208b and ground as follows:

Speaker	Speaker Pin	Audio Amplifier Pin	Circuit
LF C523	1	7	8-MD10 (WH/BK)
LF C523	2	8	10-MD10 (GY/BK)
RF C612	1	3	8-MD17 (WH/RD)
RF C612	2	4	10-MD17 (GY/RD)
LR C702	1	5	8-MD11 (WH/VT)
LR C702	2	6	10-MD11 (GY/WH)
RR C802	1	1	8-MD18 (WH)
RR C802	2	2	10-MD18 (GY)

- **Are the resistance(s) less than 5 ohms between the speaker connector(s) and the audio amplifier, and greater than 10,000 ohms between the audio amplifier connector and ground?**

Yes
GO to F4 .

No
REPAIR the circuit in question. TEST the system for normal operation.

F4 CHECK FOR AN AUDIO OUTPUT SIGNAL TO THE AUDIO AMPLIFIER

- Key in OFF position.
- Disconnect: Audio Amplifier C4208a.
- Key in ON position.
- With the audio unit on, check for a fluctuating AC voltage (at the audio amplifier) between the signal circuits corresponding to the speaker with poor quality/distorted sound or no sound as follows:

Speaker	Audio Amplifier C4208a Pin	Audio Amplifier C4208a Pin
LF	4	8
RF	2	6
LR	7	3

Yes
INSTALL a new audio amplifier. REFER to Audio Unit Amplifier VNR in this section. TEST the system for normal operation.

No
GO to F5 .

RR	1	5

- **Is there a fluctuating AC voltage corresponding to the speaker with poor quality/distorted sound or no sound?**

F5 CHECK THE CIRCUITS BETWEEN THE AUDIO UNIT AND THE AUDIO AMPLIFIER

- Key in OFF position.
- Disconnect: Audio Unit C2253d.
- Measure the resistance between the audio unit and the audio amplifier C4208a, corresponding to the speaker that has poor quality/distorted sound or no sound, as follows:

Speaker	Audio Unit Pin	Audio Amplifier Pin	Circuit
LF	10	4	10-MD10A (GY/BK)
LF	11	2	10-MD17A (GY/RD)
RF	12	3	10-MD11A (GY/WH)
RF	13	1	10-MD18A (GY)
LR	1	8	8-MD10A (WH/BK)
LR	2	6	8-MD17A (WH/RD)
RR	3	7	8-MD11A (WH/VT)
RR	13	4	8-MD18A (WH)

- **Are the resistance(s) less than 5 ohms between the audio unit and the audio amplifier, and greater than 10,000 ohms between the audio amplifier connector and ground?**

Yes
REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.

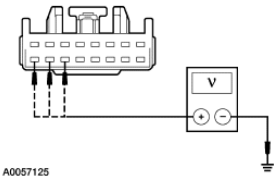
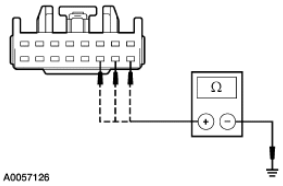
No
REPAIR the circuit in question. TEST the system for normal operation.

F6 CHECK FOR POWER TO THE AUDIO AMPLIFIER

- Key in OFF position.
- Disconnect: Audio Amplifier C4208b.
- Key in ON position.
- Measure the voltage between the audio amplifier C4208b-14, circuit 30-MD27A (RD/WH), C4208b-15, circuit 30-MD27B (RD/WH), C4208b-16, circuit 30-MD27C (RD/WH), harness side and ground.

Yes
GO to F7 .

No
REPAIR the circuit. TEST the system for normal operation.

 • **Is the voltage greater than 10 volts?**	
F7 CHECK FOR CORRECT GROUND FOR THE AUDIO AMPLIFIER	
• Key in OFF position. • Measure the resistance between the audio amplifier C4208b-9, circuit 31-MD27A (BK/WH), C4208b-10, circuit 31-MD27B (BK/WH), C4208b-11, circuit 31-MD27C (BK/WH), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new audio amplifier. REFER to Audio Unit Amplifier VNR in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test G: The Subwoofer is Inoperative CDX6 and Vehicle Navigation Radio (VNR) Only

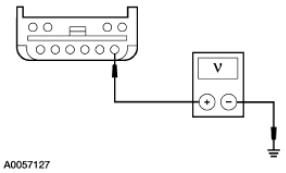
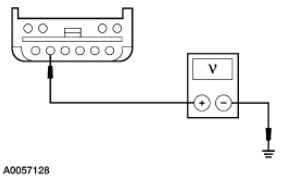
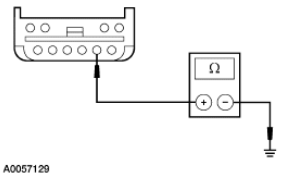
Normal Operation

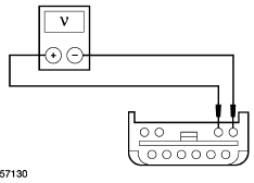
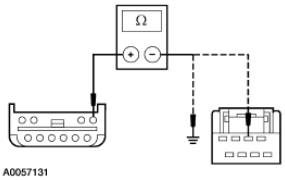
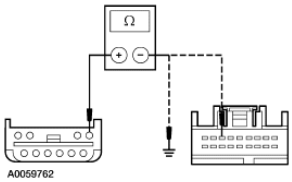
The subwoofer speakers are powered from a separate subwoofer amplifier. The clip detection circuit, 7-MD19 (YE/RD), carries out two functions: to turn on the subwoofer amplifier, and to indicate to the audio unit when the subwoofer output distortion signal reaches a damaging level. The audio unit then reduces the audio output signal to the subwoofer amplifier.

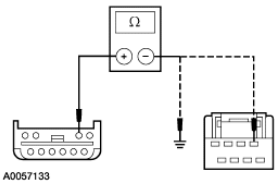
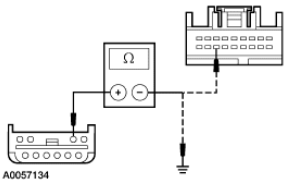
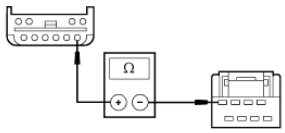
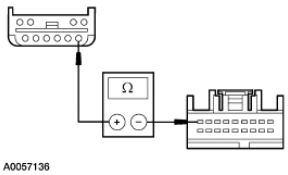
Possible Causes

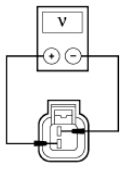
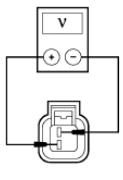
- subwoofer amplifier
- subwoofer speaker(s)
- audio unit
- circuit 1-MD19 (WH/RD) open or short to ground
- circuit 2-MD19 (GY/RD) open or short to ground
- circuit 7-MD19 (YE/RD) open or short to ground
- circuit 7-MD27 (YE/VT) open or short to ground
- circuit 8-MD21 (WH/BU) open or short to ground
- circuit 8-MD22 (WH/GN) open or short to ground
- circuit 10-MD21 (GY/VT) open or short to ground
- circuit 10-MD22 (GY/OG) open or short to ground
- circuit 30-MD19A (RD/BU) open or short to ground
- circuit 31-MD19 (BK/BU) open

PINPOINT TEST G: THE SUBWOOFER IS INOPERATIVE CDX6 AND VEHICLE NAVIGATION RADIO (VNR) ONLY

Test Step	Result / Action to Take
G1 CHECK THE SUBWOOFER OPERATION	
• Key in ON position. • Turn the audio unit on. • Check the operation of the subwoofer speakers. • **Are both subwoofer speakers inoperative?**	**Yes** GO to G2 . **No** GO to G9 .
G2 CHECK CIRCUIT 7-MD19 (YE/RD) FOR POWER	
• Key in OFF position. • Disconnect: Subwoofer Amplifier C466a. • Key in ON position. • Turn the audio unit on. • Measure the voltage between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD), harness side and ground.  A0057127 • **Is any voltage present?**	**Yes** GO to G3 . **No** GO to G8 .
G3 CHECK CIRCUIT 30-MD19A (RD/BU) FOR VOLTAGE	
• Measure the voltage between the subwoofer amplifier C466a-5, circuit 30-MD19A (RD/BU), harness side and ground.  A0057128 • **Is the voltage greater than 10 volts?**	**Yes** GO to G4 . **No** REPAIR the circuit. TEST the system for normal operation.
G4 CHECK GROUND CIRCUIT 31-MD19 (BK/BU)	
• Key in OFF position. • Measure the resistance between the subwoofer amplifier C466a-2, circuit 31-MD19 (BK/BU), harness side and ground.  A0057129 • **Is the resistance less than 5 ohms?**	**Yes** GO to G5 . **No** REPAIR the circuit. TEST the system for normal operation.
G5 CHECK FOR AN AUDIO SIGNAL OUTPUT TO THE	

AMPLIFIER	
• Measure the voltage between the subwoofer amplifier C466a-7, circuit 1-MD19 (WH/RD), harness side and the subwoofer amplifier C466a-8, circuit 2-MD19 (GY/RD), harness side.  A0057130 • **Is there a fluctuating AC voltage?**	**Yes** INSTALL a new subwoofer amplifier. REFER to Subwoofer Amplifier in this section. TEST the system for normal operation. **No** GO to G6 .
G6 CHECK CIRCUIT 1-MD19 (WH/RD)	
• Disconnect: Audio Unit C240b (CDX6). • Disconnect: Audio Unit C2253d (VNR). • For CDX6, measure the resistance between the subwoofer amplifier C466a-7, circuit 1-MD19 (WH/RD), harness side and the audio unit C240b-2, circuit 1-MD19 (WH/RD), harness side; and between the subwoofer amplifier C466a-7, circuit 1-MD19 (WH/RD), harness side and ground.  A0057131 • For VNR, measure the resistance between the subwoofer amplifier C466a-7, circuit 1-MD19 (WH/RD), harness side and the audio unit C2253d-7, circuit 1-MD19 (WH/RD), harness side; and between the subwoofer amplifier C466a-7, circuit 1-MD19 (WH/RD), harness side and ground.  A0059762 • **Is the resistance less than 5 ohms between the subwoofer amplifier and the audio unit, and greater than 10,000 ohms between the subwoofer amplifier and ground?**	**Yes** GO to G7 . **No** REPAIR the circuit. TEST the system for normal operation.
G7 CHECK CIRCUIT 2-MD19 (GY/RD)	
• For CDX6, measure the resistance between the subwoofer amplifier C466a-8, circuit 2-MD19 (GY/RD), harness side and the audio unit C240b-1, circuit 2-MD19 (GY/RD), harness side; and between the subwoofer amplifier C466a-8, circuit 2-MD19 (GY/RD), harness side and ground.	**Yes** REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system

 A0057133 • For VNR, measure the resistance between the subwoofer amplifier C466a-8, circuit 2-MD19 (GY/RD), harness side and the audio unit C2253d-16, circuit 2-MD19 (GY/RD), harness side; and between the subwoofer amplifier C466a-8, circuit 2-MD19 (GY/RD), harness side and ground.  A0057134 • **Is the resistance less than 5 ohms between the subwoofer amplifier and the audio unit, and greater than 10,000 ohms between the subwoofer amplifier and ground?**	for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
G8 CHECK THE ENABLE CIRCUIT FOR AN OPEN	
• Key in OFF position. • Disconnect: Audio Unit C240b (CDX6). • Disconnect: Audio Unit C2253d (VNR). • For CDX6, measure the resistance between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD), harness side and the audio unit C240b-4, circuit 7-MD19 (YE/RD), harness side.  A0057135 • For VNR, measure the resistance between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD), harness side and the audio unit C2253d-9, circuit 7-MD27 (YE/VT), harness side.  A0057136 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new subwoofer amplifier. REFER to Subwoofer Amplifier in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
G9 CHECK FOR AN AUDIO SIGNAL OUTPUT TO THE INOPERATIVE SUBWOOFER SPEAKER	

• Disconnect: Inoperative Subwoofer Speaker. • Key in ON position. • For the left hand subwoofer speaker, measure the voltage between the subwoofer speaker C4068-1, circuit 8-MD22 (WH/GN), harness side and C4068-2, circuit 10-MD22 (GY/OG), harness side.  A0057116 • For the right hand subwoofer speaker, measure the voltage between the subwoofer speaker C4069-1, circuit 8-MD21 (WH/BU), component side and C4069-2, circuit 10-MD21 (GY/VT), component side.  A0057116 • **Is there a fluctuating AC voltage?**	**Yes** INSTALL a new subwoofer speaker. TEST the system for normal operation. **No** GO to G10 .
G10 CHECK AUDIO SIGNAL CIRCUITS FOR OPENS AND SHORTS TO GROUND	
• Disconnect: Subwoofer Amplifier C466b. • Measure the resistance between the inoperative subwoofer speaker and the subwoofer amplifier, and between the subwoofer amplifier and ground as follows: **Speaker** / **Speaker Pin** / **Subwoofer Amplifier Pin** / **Circuit** LH C4068 / 1 / 3 / 8-MD22 (WH/GN) LH C4068 / 2 / 4 / 10-MD22 (GY/OG) RH C4069 / 1 / 1 / 8-MD21 (WH/BU) RH C4069 / 2 / 2 / 10-MD21 (GY/VT) • **Is the resistance between the inoperative subwoofer speaker and the subwoofer amplifier less than 5 ohms, and greater than 10,000 ohms between the subwoofer amplifier and ground?**	**Yes** INSTALL a new subwoofer amplifier. REFER to Subwoofer Amplifier in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test H: The Auxiliary Audio Control Is Inoperative/Does Not Operate Correctly Steering Wheel Control Switches

Normal Operation

The steering wheel audio control consists of a specific resistor value for each button function creating a voltage divider. When a button is pressed, a specific voltage is sent to the audio unit. The audio unit the uses the reference voltage to determine which input function has been selected. Circuit 8-MD26 (WH/BK) is the reference voltage circuit between the steering wheel audio controls and the audio unit.

Possible Causes

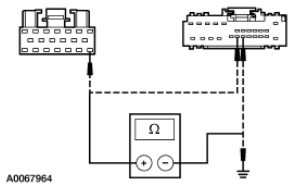
- steering wheel control switches
- audio unit
- clock spring
- circuit 8-MD26 (WH/BK) open or shorted to ground
- circuit 31S-PG24 (BK/OG) open
- powertrain control module (PCM)

PINPOINT TEST H: THE AUXILIARY AUDIO CONTROL IS INOPERATIVE/DOES NOT OPERATE CORRECTLY STEERING WHEEL CONTROL SWITCHES

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>H1 CHECK THE STEERING WHEEL AUDIO CONTROL SWITCH RESISTANCES</td><td></td></tr>
<tr><td>• Key in OFF position.
• Disconnect: Audio Unit C240c (CDX6).
• Disconnect: Audio Unit C290b (DM100i).
• Disconnect: Audio Unit C2253a (VNR).
• Key in ON position.
• While pressing the steering wheel control switches, measure the resistance between the audio unit, C240c-14 (CDX6), circuit 8-MD26 (WH/BK), harness side and ground; or between the audio unit C290b-18 (DM100I), circuit 8-MD26 (WH/BK) harness side and the audio unit C290b-19 circuit 31S-MD26 (BK/RD), harness side; or between the audio unit C2253a-18 (VNR), circuit 8-MD26 (WH/BK), harness side and the audio unit C290b-19 , circuit 31S-MD26 (BK/RD), harness side.

<table>
<tr><th>Switch (DM100i/CDX6)</th><th>Switch (VNR)</th><th>Resistance Range</th></tr>
<tr><td>VOL Down</td><td>MEDIA</td><td>53.1-57 ohms</td></tr>
<tr><td>VOL Up</td><td>NEXT</td><td>145.3-151 ohms</td></tr>
<tr><td>SEEK Up</td><td>VOL Up</td><td>297.7-307 ohms</td></tr>
<tr><td>SEEK Down</td><td>VOL Down</td><td>556.1-570 ohms</td></tr>
<tr><td>MEDIA</td><td>REPEAT</td><td>1,026.4-1,050 ohms</td></tr>
<tr><td>Phone/Mute</td><td>VOICE</td><td>2,016.4-2,060 ohms</td></tr>
<tr><td>none</td><td>none</td><td>greater than 5,000 ohms</td></tr>
</table>
</td><td>Yes
REMOVE the audio unit and SEND it to an authorized audio system repair facility.

No
GO to H2 .</td></tr>
</table>



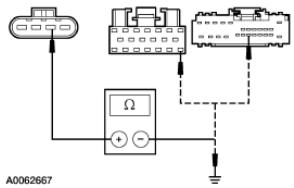
- **Are the resistances within specifications?**

H2 CHECK CIRCUIT 8-MD26 (WH/BK) FOR AN OPEN OR A SHORT TO GROUND

NOTE: Before disconnecting the steering wheel audio control switches, deactivate the air bags. Refer to Section 501-20B .

- Key in OFF position.
- Disconnect: Steering Wheel Audio Control Switch Connector.
- Measure the resistance between the steering wheel audio control switch connector pin 2, circuit 8-MD26 (WH/BK), harness side and ground; and between the steering wheel audio control switch connector pin 2, circuit 8-MD26 (WH/BK), harness side and the audio unit as follows.

Audio Unit	Connector-Pin	Circuit
CDX6	C240c-14	8-MD26
DM100i	C290b-18	8-MD26
VNR	C2253a-18	8-MD26



- **Is the resistance greater than 10,000 ohms between the steering wheel audio control switch and ground; and less than 5 ohms between the steering wheel audio control switch and the audio unit?**

Yes
GO to H4 .

No
GO to H3

H3 CHECK CIRCUIT 8-MD26 (WH/BK) FROM THE CLOCKSPRING TO THE AUDIO UNIT

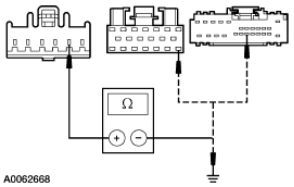
- Disconnect: Clockspring C218b.
- Measure the resistance between the clockspring C218b-2, circuit 8-MD26 (WH/BK), harness side and ground; and between the clockspring C218b-2, circuit 8-MD26 (WH/BK), harness side and the audio unit as follows.

Audio Unit	Connector-Pin	Circuit
CDX6	C240c-14	8-MD26

Yes
INSTALL a new clockspring REFER to Section 501-20B . TEST the system for normal operation.

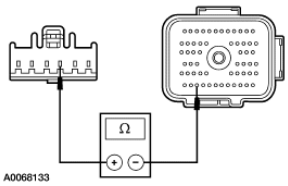
No
REPAIR circuit 8-MD26 (WH/BK). TEST the system for normal operation.

DM100i	C290b-18	8-MD26
VNR	C2253a-18	8-MD26



- **Is the resistance greater than 10,000 ohms between the steering wheel control switch and ground; and less than 5 ohms between the steering wheel control switch and the audio unit?**

H4 CHECK CIRCUIT 31S-PG24 (BK/OG) FOR AN OPEN	
NOTE: Before disconnecting the steering wheel audio control switches, deactivate the air bags. Refer to Section 501-20B . • Key in OFF position. • Disconnect: Steering Wheel Audio Control Switch Connector. • Measure the resistance between the steering wheel audio control switch connector pin 3 circuit 31S-PG24 (BK/OG), harness side and ground (CDX6); or between the steering wheel audio control switch connector pin 3 circuit 31S-PG24 (BK/OG), harness side and the audio unit C290b-19 (DM100i) circuit 31S-MD26 (BK/RD), harness side; or between the steering wheel audio control switch connector pin 3 circuit 31S-PG24 (BK/OG), harness side and the audio unit C2253a-19 (VNR), circuit 31S-MD26 (BK/RD), harness side. • **Is the resistance less than 5 ohms?**	**Yes** INSTALL new steering wheel audio control switches. REFER to Steering Wheel Audio Controls in this section. TEST the system for normal operation. **No** GO to H5 .
H5 CHECK CIRCUIT 31S-PG24 (BK/OG) BETWEEN THE CLOCKSPRING AND THE GROUND	
• Key in OFF position. • Disconnect: C218b. • Measure the resistance between clockspring C218b-3, circuit 31S-PG24 (BK/OG), harness side and ground (CDX6); or between clockspring C218b-3, circuit 31S-PG24 (BK/OG), harness side and the audio unit C290b-19 (DM100i), circuit 31S-MD26 (BK/RD), harness side; or between clockspring C218b-3, circuit 31S-PG24 (BK/OG), harness side and the audio unit C2253a-19 (VNR), circuit 31S-MD26 (BK/RD), harness side. • **Is the resistance less than 5 ohms?**	**Yes** INSTALL new steering wheel audio control switches. REFER to Steering Wheel Audio Controls in this section. TEST the system for normal operation. **No** For DM100i or VNR audio units, REPAIR circuit 31S-PG24 (BK/OG). For CDX6, GO to H6 .
H6 CHECK CIRCUIT 31S-PG24 (BK/OG) BETWEEN THE CLOCKSPRING AND THE POWERTRAIN CONTROL MODULE (PCM)	
• Key in OFF position. • Disconnect: Powertrain Control module (PCM) 175a. • Measure the resistance between clockspring C218b-3 circuit 31S-PG24 (BK/OG), harness side and PCM C175a-56 circuit 31S-PG24 (BK/OG),	**Yes** GO to H7 . **No** REPAIR circuit

harness side.  • **Is the resistance less than 5 ohms?**	31S-PG24 (BK/OG). TEST the system for normal operation.
H7 CHECK FOR PCM OPERATION	

• Check for:
  • corrosion
  • pushed out pins
• Connect the PCM, and make sure it seats correctly.
• Clear the DTCs and repeat the self-test.
• **Is the DTC still present?**
	Yes
	INSTALL a new brake system control module. REFER to Section 303-14. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by loose or corroded connector.

Pinpoint Test I: Loud Popping Sound When Cycling The Key CDX6 and Vehicle Navigation Radio (VNR) Only

Normal Operation

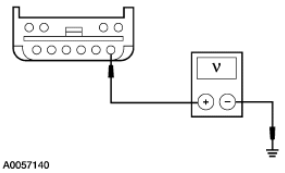
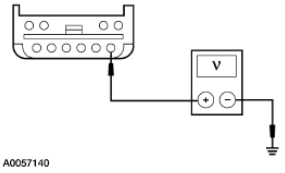
The START input circuit 50-MD15 (GY/OG) is sent to the audio unit when the key is turned to the START position. The audio unit then immediately mutes all speaker amplifier outputs and the subwoofer amplifier enable circuit output to eliminate the possibility of speaker pops during engine cranking.

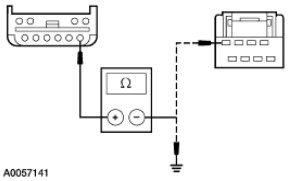
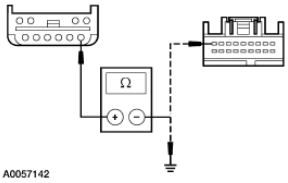
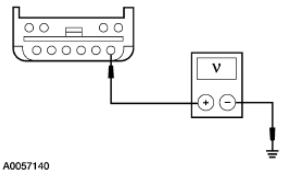
Possible Causes

- audio unit
- circuit 7-MD19 (YE/RD) open, short to power, short to ground

PINPOINT TEST I: LOUD POPPING SOUND WHEN CYCLING THE KEY CDX6 AND VNR ONLY

Test Step	Result / Action to Take
I1 CHECK CIRCUIT 7-MD19 (YE/RD) FOR POWER	
• Key in OFF position. • Disconnect: Subwoofer Amplifier C466a. • Key in ON position. • **NOTE:** There should be voltage present when the key is in the ACC and ON positions, but not when the key is in the OFF position. • Measure the voltage between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD) harness side and	**Yes** GO to I2 . **No** GO to I3 .

ground, while cycling the key from OFF to ACC to ON to ACC to OFF. Pause in the ACC and ON positions to allow for the audio unit to power up and initialize.  A0057140 • **Is the voltage present as expected?**	
I2 SUBSTITUTE A SUBWOOFER AMPLIFIER	
• Key in OFF position. • Substitute a known good subwoofer amplifier. • Cycle the key from OFF to ACC to ON to ACC to OFF. • **Is the popping eliminated?**	**Yes** INSTALL a new subwoofer amplifier. REFER to Subwoofer Amplifier in this section. TEST the system for normal operation. **No** GO to I3 .
I3 CHECK CIRCUIT 7-MD19 (YE-RD) FOR POWER WITHOUT AUDIO UNIT ON AND IGNITION OFF	
• Key in OFF position. • Disconnect: Audio Unit C240b (CDX6). • Disconnect: Audio Unit C2253d (VNR). • Measure the voltage between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD), harness side and ground.  A0057140 • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to I4 .
I4 CHECK THE ENABLE CIRCUIT TO THE SUBWOOFER AMPLIFIER	
• For CDX6, measure the resistance between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD), harness side and the audio unit C240b-4, circuit 7-MD19 (YE/RD), harness side: and between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD) harness side and ground.	**Yes** GO to I5 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0057141 • For VNR, measure the resistance between the subwoofer amplifier C466a-1, circuit 7-MD27 (YE/RD), harness side and the audio unit C2253d-9, circuit 10-MD27 (GY/WH), harness side: and between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD) harness side and ground.  A0057142 • **Is the resistance less than 5 ohms between the subwoofer amplifier and the audio unit, and greater than 10,000 ohms between the subwoofer amplifier and ground?**	
I5 CHECK VOLTAGE ON ENABLE CIRCUIT WITH IGNITION ON	
• Key in ON position. • Measure the voltage between the subwoofer amplifier C466a-1, circuit 7-MD19 (YE/RD), harness side and ground.  A0057140 • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** REMOVE the audio unit and SEND it to an authorized audio system repair facility. REFER to Audio Unit in this section. TEST the system for normal operation.

Antenna Grid Wire Repair

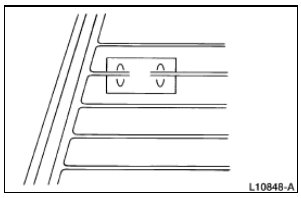
Printable View (19 KB)

Special Tool(s)

ST1171-A	Heat Gun or equivalent 107-R0300

NOTE: Any breaks longer than 25.4 mm (1 in) in one grid cannot be repaired. The back window glass must be replaced. Breaks equal to or shorter than 25.4 mm (1 in) in the antenna grid wire can be successfully repaired by using the following procedure:

1. The vehicle should be brought inside and allowed to reach 16°C (60°F) or above.
2. Clean the repair area with denatured alcohol.
3. Place the grid line mask over the break aligning the cut out slots on either side of the repair area.



4. Apply the epoxy from the grid wire repair kit to the repair area.
5. Remove the mask without disturbing the epoxy.
6. Use heat gun to heat the repair area for one to two minutes at a distance of about 25-50 mm (1-2 in). This procedure should heat the repair area to approximately 149°C (300°F).
7. Optimum hardness and adhesion will occur after 24 hours. Do not disturb the repaired area until that time.

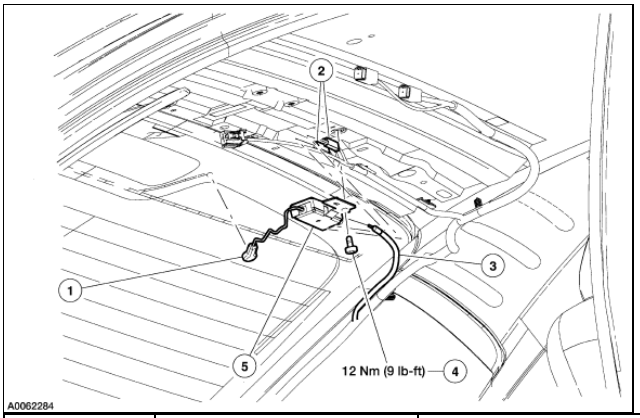
Antenna

Printable View (111 KB)

NOTE: The antenna is a conductive trace integral to the rear window glass and can be repaired, but not installed separately. For removal and installation of the back glass, refer to Section 501-00. For repair procedures, refer to Antenna Grid Wire Repair in this section.

NOTE: Antenna cable is not serviceable, it comes with the interior harness.

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the LH and RH rear quarter panel trim panels. For additional information, refer to Section 501-01 .
3. Lower the rear of the headliner.
4. Remove the components in the order indicated in the following illustration and table.

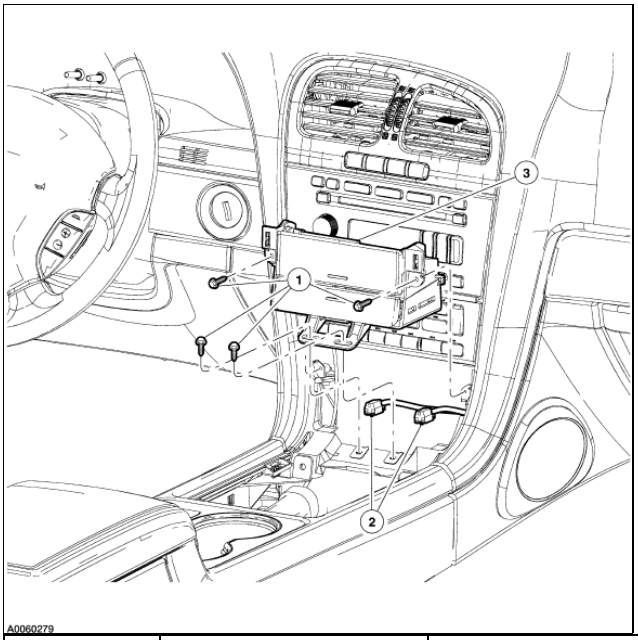


Item	Part Number	Description
1		Connector (part of 18C847)
2	14489	Electrical connectors
3	14489	Antenna cable
4		Bolt (part of 18C847)
5	18C847	Antenna isolator module

5. To install, reverse the removal procedure.

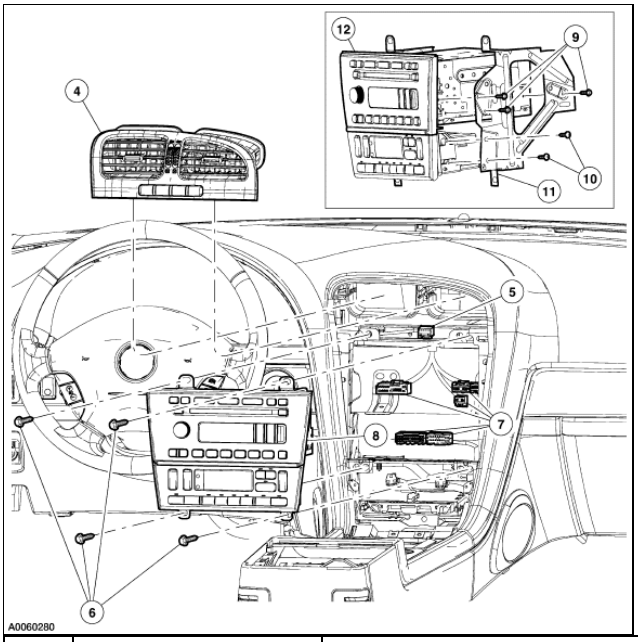
Audio Unit Printable View (338 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the console finish panel. For additional information, refer to Section 501-01 .
3. View 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Screws (4 required)
2	14401	Electrical connectors
3	4048A28	Console ash tray assembly

4. View 2 of 2. Remove the components in the order indicated in the following illustration and table.



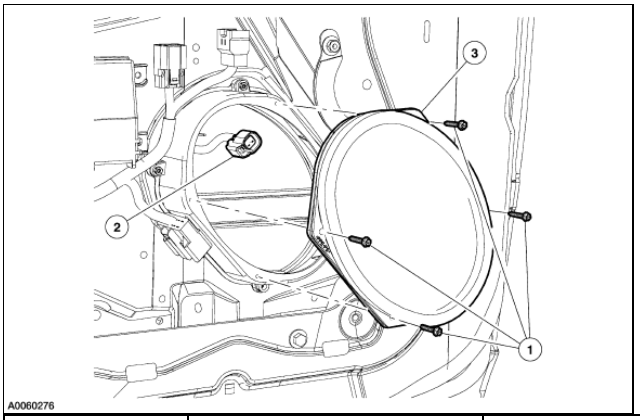
Item	Part Number	Description
4	19C894	Center register panel
5	14401	Electrical connector
6		Screws (4 required)
7	14401	Electrical connectors
8	150102, 120403	Audio unit/dual automatic temperature control (DATC) assembly.
9		Audio unit screws (6 required)
10		Climate control screws (4 required)
11	404452 (RH), 404453 (LH)	Brackets
12	150102	Audio unit

5. To install, reverse the removal procedure.

Door Speaker Printable View (98 KB)

NOTE: The removal and installation procedures apply to all original equipment door-mounted speakers.

1. Remove the door trim panel. For additional information, refer to Section 501-01 .
2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	W701930-S	Screws (4 required)
2	14A005	Speaker connector
3	18808	Speaker

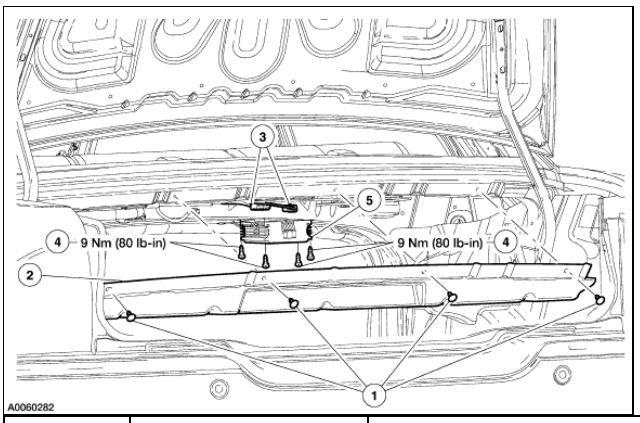
3. To install, reverse the removal procedure.

Subwoofer Amplifier

Printable View (116 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Remove the components in the order indicated in the following illustration and table.



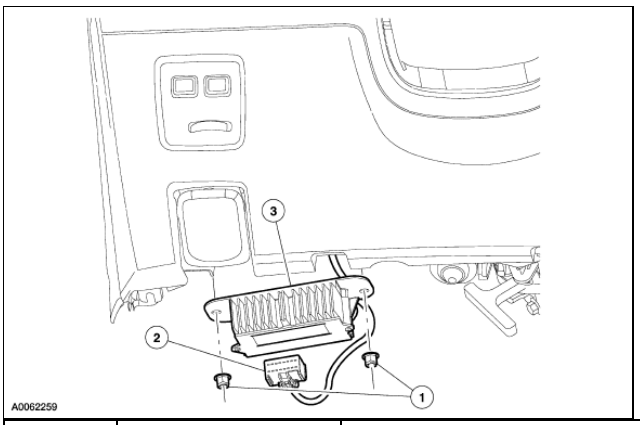
Item	Part Number	Description
1	811405	Pin-type retainers (4 required)
2	445443	Luggage compartment front cover
3	14A005	Electrical connectors
4		Screws (4 required)
5	150103	Subwoofer amplifier and bracket

3. To install, reverse the removal procedure.

Audio Unit Amplifier Center Imaging

Printable View (58 KB)

1. Remove the driver side kick panel.
2. Remove the components in the order indicated in the following illustration and table.

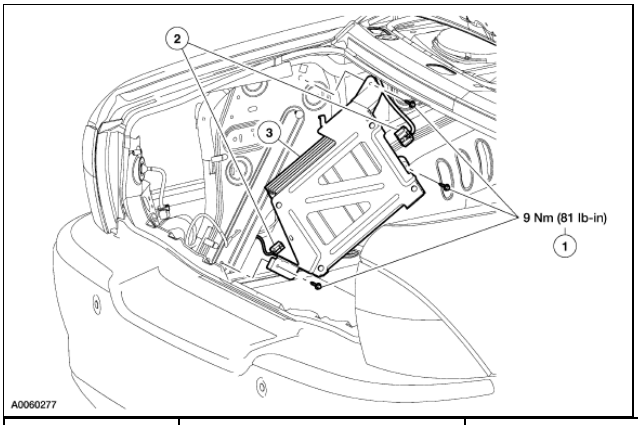


Item	Part Number	Description
1	520201	Nuts (2 required)
2	14489	Electrical connector
3	18T805A	Center imaging amplifier and bracket

3. To install, reverse the removal procedure.

Audio Unit Amplifier VNR Printable View (109 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the LH trunk trim panel. For additional information, refer to Section 501-01 .
3. Remove the components in the order indicated in the following illustration and table.



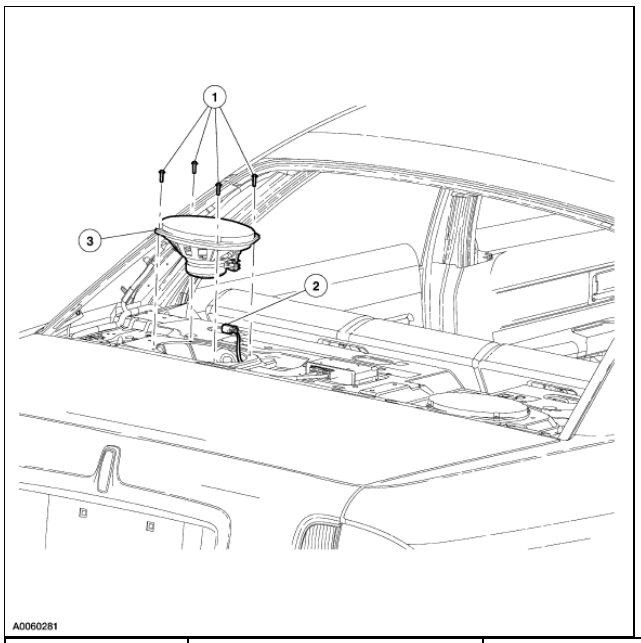
Item	Part Number	Description
1	806886	Screws (3 required)
2	14A005	Electrical connectors
3	18T806	Amplifier and bracket

4. To install, reverse the removal procedure.

Subwoofer Speaker

Printable View (99 KB)

1. Remove the parcel shelf trim panel. For additional information, refer to Section 501-01 .
2. Remove the components in the order indicated in the following illustration and table.



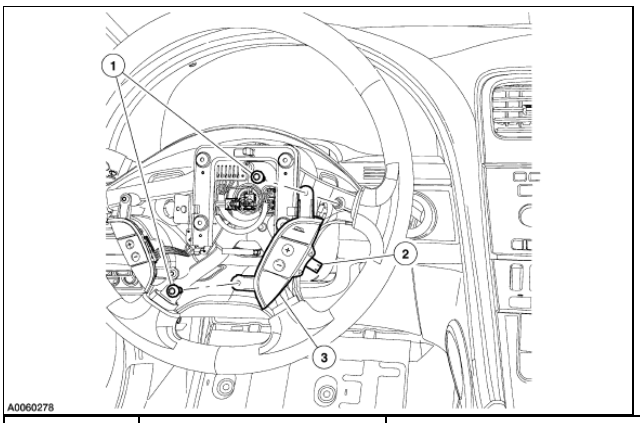
Item	Part Number	Description
1	701930	Screws (4 required)
2	14A005	Electrical connector
3	18808	Speaker

3. To install, reverse the removal procedure.

Steering Wheel Audio Controls

Printable View (108 KB)

1. Remove the driver air bag module. For additional information, refer to Section 501-20B .
2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	15835-035	Screws (2 required)
2	13A876	Electrical connector
3	14K147-A	Steering wheel control switches

3. To install, reverse the removal procedure.

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Geartrain

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Handles, Locks, Latches and Entry Systems

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REM & INST: Intake Air, Fuel Charging and Engine Electronics - 3.9L

Heated Seat Switch - Rear

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Heater Core Backflushing

Heater Hose Coupling

High Mounted Stoplamp

Hood Latch

Horn Switch

Horn

DESC & OPER: Information, Gauges and Warning Devices

DIAG & TEST: Information, Gauges and Warning Devices

REM & INST: Information, Gauges and Warning Devices

How To Use This Manual

Hydraulic Control Unit (HCU)

Hydraulic System

Exterior Lighting Component Location Index

Printable View (284 KB)

Front

Rear

Printable View (7 KB)

Torque Specifications

Description	Nm	lb-in
Fog lamp nuts	5	44
Rear lamp nuts	5	44
High mounted stoplamp screws	5	44

Exterior Lighting Printable View (15 KB)

NOTE: The front electronic module (FEM), the rear electronic module (REM) and the instrument cluster must be reconfigured before installing a new module. Refer to Section 418-00 .

The vehicle electronic functions are divided into zones. The FEM controls the front portion of the vehicle and the REM controls the rear portion of the vehicle. These systems rely on the standard corporate protocol (SCP) communication network in order to transmit and receive signals. It is very important to understand:

- where the input (command) originates from.
- all information (messages) necessary in order for a feature to operate.
- which module(s) receive(s) the input or command message.
- if the module which received the input (message) controls the output of the feature, or does it output a message over the SCP communication network to another module.
- which module controls the output of the feature.

Exterior Lighting

The exterior lighting outputs are zone controlled by the FEM and REM. The front exterior lights are controlled by the FEM and the rear exterior lights are controlled by the REM. An additional function of the lighting system is a lamp outage function which indicates to the driver if certain exterior bulbs are not functioning. With a bulb inoperative, the FEM or REM will send a message to the instrument cluster and message center (if equipped with the message center), which will indicate to the driver that the lamp is inoperative with a lamp out indicator (with the message center a message will be displayed). All exterior lighting is powered by the switched system power (SSP) feature (for additional information, refer to Switched System Power [SSP]). A failure of all or any of the SSP features will cause inoperative exterior lighting. When diagnosing exterior lighting, it is essential to determine if all related symptoms and DTCs are controlled by the SSP feature.

Switched System Power (SSP)

The SSP is utilized by both the FEM and REM. This function removes power from relays that provide power to the exterior lamps, interior lamps, and power door locks. This is only accomplished when both the FEM and the REM are in sleep mode. The sleep function of the FEM and REM places the modules in sleep mode when the ignition switch is in the OFF position, and no wake up (input) signals occur for 30 minutes. The module will not sleep if the parking lamps or the hazard lamps are active. The following relays are controlled by the SSP function: SSP1, SSP2, SSP3, and SSP4. When either the FEM or REM are not in sleep mode, all SSP relays will be energized. When energized, each relay will supply power to multiple features/functions. For additional information, refer to the SSP Index for diagnosis and testing of SSP related issues.

Headlamps

The headlamps are controlled by the FEM and the instrument cluster. The headlamp and multifunction switches are hard-wired to the instrument cluster. When the headlamp switch is in any position, the instrument cluster will send a command to the FEM through the SCP communication network. The FEM will process this information and output the appropriate command to the headlamps, which are hard-wired to the FEM (if equipped with high intensity discharge (HID) headlamps, the HID relays are hard-wired to and controlled by the FEM). This is the same for the low and high beams and flash-to-pass position. Either low or high beam will provide a lamp outage indication (halogen bulbs only). Fault management of the headlamps will provide some headlamp functionality. In the event of all multifunction switch, all headlamp switch or ignition switch invalid or missing data failures, the low beams will be illuminated. There is also a headlamp battery saver feature. This feature turns off the headlamps ten minutes after the ignition switch is turned OFF when the

headlamp switch is in the headlamps ON position. The battery saver does not function if the headlamp switch is in the parking lamps ON position.

NOTE: Daytime running lamps (DRL) feature is available for Canadian vehicles only.

Autolamps and DRL are two functions which the FEM may be configured to include.

Autolamps

The autolamps are controlled by the headlamp switch, photocell sensor, instrument cluster and the FEM. The headlamps may be in the high or low beam position depending on the multifunction switch position. When the headlamp switch is in the autolamp position, the instrument cluster sends an ON or OFF command to the FEM, depending on the signal from the autolamp sensor. The FEM processes this information and outputs the appropriate command to the headlamps. The headlamps are hard-wired to the FEM. The autolamps remain ON for approximately 20 seconds to three minutes (depending on customer preferences) after the ignition switch is changed from the ON position to the ACC or OFF position.

Turn Signal, Cornering and Hazard Lamps

The LH and RH front turn signal, LH and RH rear turn signal outputs, front and rear hazard lamp outputs are controlled by the FEM and REM. The multifunction switch and the hazard switch are hard-wired to the instrument cluster. When the switch is in the left or right turn position, or the hazard switch is in the ON position, the instrument cluster sends a command through the standard corporate protocol (SCP) network to the FEM and REM, which processes this information and outputs the appropriate command to the front and rear turn signal and hazard lamps. All turn signal lamps will provide lamp outage indication.

Parking, Rear or License Lamps

For the LH and RH rear parking, license, and LH and RH front parking lamps, outputs are controlled by the FEM and REM. The headlamp switch is hard-wired to the instrument cluster. When the headlamp switch is in the headlamps ON or parking lamps ON position, the instrument cluster sends a command via the network link to the FEM and REM. The FEM and REM process this information and output the appropriate command to the parking or license lamps, which are hard-wired to the FEM and REM. Only the left and right rear lamps will provide lamp outage indication. Fault management of the parking lamps provides rear parking lamp functionality in the event of certain multifunction switch, headlamp switch, ignition switch, FEM or REM failures.

Fog Lamps

The fog lamps are controlled by the headlamp switch. The switch toggles the fog lamps between on and off. When activated, the switch sends voltage to the instrument cluster. The instrument cluster sends a signal to the FEM which activates the fog lamp.

Reversing Lamps

The reversing lamps are controlled by the REM and powertrain control module (PCM). The PCM sends a message through the SCP communication network to the REM indicating the transmission is in REVERSE. The REM processes this information and outputs the command to the reversing lamps which are hard-wired to the REM. Fault management of the reversing lamps will provide limited reversing lamp functionality. In the event of missing or invalid transmission data, the reversing lamps remain in the last state of operation prior to the failure for one key cycle. In the event of invalid or missing data for the ignition switch, the lamps will work in relation to PRNDL messages.

NOTE: DRL feature is available for Canadian vehicles only.

Daytime Running Lamps (DRL)

If the FEM is configured for daytime running lamps (DRL), this feature illuminates the high beam headlamps, pulse width modulated at a 40% duty cycle when the following conditions exist:

- the ignition switch is in the ON position.
- the headlamp switch is in the OFF or PARK position.
- the autolamps feature has not illuminated the exterior lamps.

Headlamps Printable View (327 KB)

Refer to Wiring Diagrams Cell 87 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

   Visual Inspection Chart

Mechanical	Electrical
• Headlamp switch	• Auxiliary junction box (AJB) fuses: ♦ 7 (15A) (RH high intensity discharge [HID] relay if equipped) ♦ 8 (15A) (LH HID relay if equipped) • Central junction box (CJB) fuses: ♦ 9 (10A) (RH low beam) ♦ 11 (10A) (LH high beam) ♦ 20 (10A) (FEM and instrument cluster) ♦ 23 (10A) (RH high beam) ♦ 25 (10A) (LH low beam) • Battery junction box (BJB) fuses: ♦ 23 (30A) (SSP4) ♦ 24 (30A) (SSP3) ♦ 27 (30A) (SSP1) ♦ 32 (30A) (SSP2) • Circuitry • Front electronic module (FEM) • Instrument cluster • Halogen bulbs

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

NOTE: Make sure the headlamp switch is in the OFF position.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for FEM, refer to Section 418-00 .
   - No response/not equipped for instrument cluster, refer to Section 413-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the FEM.

7. If the DTCs retrieved are related to the concern, go to the Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index or Instrument Cluster Diagnostic Trouble Code (DTC) Index to continue diagnostics.

8. If multiple symptoms exist, check the Switched System Power (SSP) Relay Index before proceeding to the next step. Refer to Headlamps in this section.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

NOTE: For a complete master list of DTCs, refer to Section 418-00 .

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	FEM	CLEAR the DTCs. RETRIEVE the DTCs. If DTC B1342 is retrieved, INSTALL a new FEM. REFER to Section 418-00 .
B1567	Lamp Headlamp High-Beam Circuit Failure	FEM	If high beam is inoperative, Go To Pinpoint Test D . If high beam is always on, Go To Pinpoint Test E .
B1794	Lamp Headlamp Low-Beam Circuit Failure	FEM	If low beam is inoperative, Go To Pinpoint Test C . If low beam is always on, Go To Pinpoint Test E .

Instrument Cluster Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	Instrument cluster	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster Self-Test. INSTALL a new instrument cluster if DTC B1342 is retrieved again. REFER to Section 413-00 .
B1470			Go To Pinpoint Test E .

	Lamp Headlamp Input Circuit Failure	Instrument cluster	
B1567	Lamp Headlamp High-Beam Circuit Failure	Instrument cluster	Go To Pinpoint Test B .

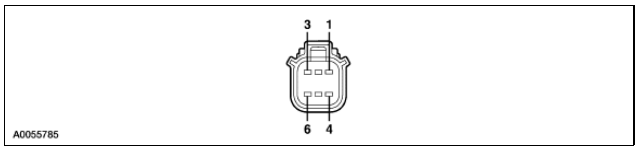
Switched System Power (SSP) Relay Index

Relay	Fuse	Controlled System(s)
SSP1	BJB Fuse 27 (30A)	• LH high beam headlamp (FEM) • RH HID relay (if equipped) (FEM) • RH low beam headlamp • LH front parking/turn marker lamp (FEM) • RH front parking/turn marker lamp (FEM) • RH side marker lamps (FEM) • LH side marker lamps (FEM) • Driver power door lock (FEM) • Driver power mirror
SSP2	BJB Fuse 32 (30A)	• RH high beam headlamp (FEM) • LH HID relay (if equipped) (FEM) • LH low beam headlamp (FEM) • Interior courtesy/ demand lighting • Windshield wiper washer pump • Switch illumination backlighting
SSP3	BJB Fuse 24 (30A)	• High mounted stoplamp (REM) • RH stop/parking lamp (REM) • Reversing lamps (REM) • LH rear turn signal (REM) • Passenger power mirror
SSP4	BJB Fuse 23 (30A)	• LH stop/parking lamp (REM) • RH rear turn signal (REM) • License lamps • Passenger door/side locks (REM) • Luggage compartment lid release solenoid/switch • Fuel door release solenoid/switch • Luggage compartment lamp

Symptom Chart

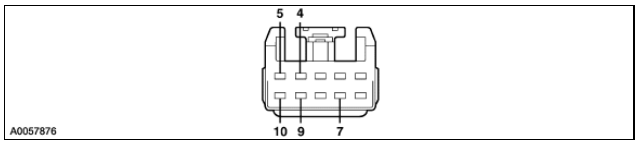
Symptom Chart
Connector Circuit Reference

LH Headlamp C1021, RH Headlamp C1041



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C1021) (standard headlamp)	29S-LE16 (OG/GN) low beam headlamp power supply circuit	Greater than 10 volts with the key ON.
1 (C1021) (HID headlamp)	30S-LE16 (RD/BK) low beam headlamp power supply circuit	0 voltage, less than 5 ohms between the headlamp and the LH HID relay. Greater than 10 volts with the low beam headlamps ON.
3 (C1021)	29S-LE15 (OG/BK) high beam headlamp power supply circuit	Greater than 10 volts with the key ON.
4 (C1021) (standard headlamp)	31S-LE16 (BK/RD) low beam headlamp control ground circuit	0 voltage, less than 5 ohms between the headlamp and the FEM.
4 (C1021) (HID headlamp)	31-LE16 (BK/RD) low beam headlamp ground circuit	0 voltage, less than 5 ohms between the headlamp ground.
6 (C1021)	31S-LE15 (BK/GN) high beam headlamp control ground circuit	0 voltage, less than 5 ohms between the headlamp and the FEM.
1 (C1041) (standard headlamp)	29S-LE23 (OG/WH) low beam headlamp power supply circuit	Greater than 10 volts with the key ON.
1 (C1041) (HID headlamp)	30S-LE23 (RD/WH) low beam headlamp power supply circuit	0 voltage, less than 5 ohms between the headlamp and the LH HID relay. Greater than 10 volts with the low beam headlamps ON.
3 (C1041)	29S-LE22 (OG/GN) high beam headlamp power supply circuit	Greater than 10 volts with the key ON.
4 (C1041) (standard headlamp)	31S-LE23 (BK/WH) low beam headlamp control ground circuit	0 voltage, less than 5 ohms between the headlamp and the FEM.
4 (C1041) (HID headlamp)	31-LE23 (BK/WH) low beam headlamp ground circuit	0 voltage, less than 5 ohms between the headlamp ground.
6 (C1041)	31S-LE22 (BK/RD) high beam headlamp control ground circuit	0 voltage, less than 5 ohms between the headlamp and the FEM.

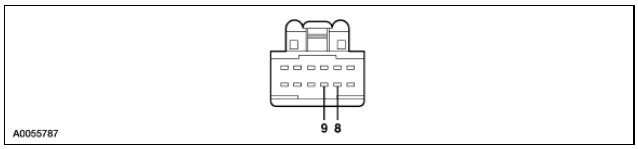
Headlamp Switch C205



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

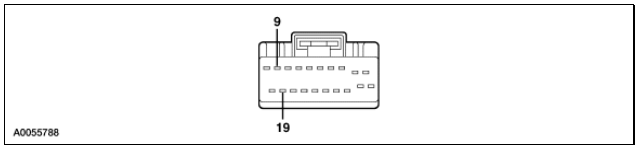
4	10-LE47 (GY/OG) instrument cluster autolamps ON signal	Approximately 5 volts when the SSP relays are energized, less than 5 ohms between headlamp switch and the instrument cluster. Greater than 10,000 ohms between the headlamp switch and ground.
5	8-LF14 (WH/BU) instrument cluster parking lamps ON signal	Approximately 5 volts when the SSP relays are energized, less than 5 ohms between headlamp switch and the instrument cluster. Greater than 10,000 ohms between the headlamp switch and ground.
7	9-LE29 (BN/GN) headlamp switch return signal	0 voltage less than 5 ohms between the headlamp switch and instrument cluster. Greater than 10,000 ohms between the headlamp switch and ground.
9	10-LE21 (GY/OG) instrument cluster headlamps OFF signal	Approximately 5 volts when the SSP relays are energized, less than 5 ohms between headlamp switch and the instrument cluster. Greater than 10,000 ohms between the headlamp switch and ground.
10	8-LE21 (WH/GN) instrument cluster headlamps ON signal	Approximately 5 volts when the SSP relays are energized, less than 5 ohms between headlamp switch and the instrument cluster. Greater than 10,000 ohms between the headlamp switch and ground.

Multifunction Switch C202



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	9-LG43 (BN/WH) multifunction switch return signal	0 voltage, less than 5 ohms between the multifunction switch and the instrument cluster. Greater than 10,000 ohms between the multifunction switch and ground.
9	8-LE14 (WH/BU) instrument cluster high beam request signal	Approximately 5 volts when the SSP relays are energized, less than 5 ohms between multifunction switch and the instrument cluster. Greater than 10,000 ohms between the multifunction switch and ground.

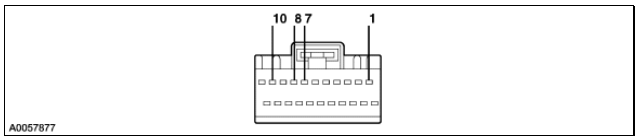
Instrument Cluster C220b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
9	9-LG43 (BN/WH) multifunction switch return signal	0 voltage, less than 5 ohms between the instrument cluster and the multifunction switch. Greater than 10,000 ohms

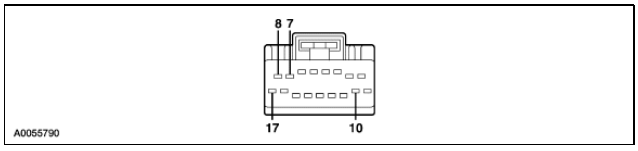
		between the instrument cluster and ground.
19	8-LE14 (WH/BU) instrument cluster high beam request signal	0 voltage, less than 5 ohms between the instrument cluster and the multifunction switch. Greater than 10,000 ohms between the instrument cluster and ground.

Instrument Cluster C220c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	9-LE29 (BN/GN) headlamp switch return signal	0 voltage, less than 5 ohms between the instrument cluster and the headlamp switch. Greater than 10,000 ohms between the instrument cluster and ground.
7	10-LE21 (GY/OG) instrument cluster headlamps OFF signal	0 voltage, less than 5 ohms between the instrument cluster and the headlamp switch. Greater than 10,000 ohms between the instrument cluster and ground.
8	8-LF14 (WH/BU) instrument cluster parking lamps ON signal	0 voltage, less than 5 ohms between the instrument cluster and the headlamp switch. Greater than 10,000 ohms between the instrument cluster and ground.
10	8-LE21 (WH/GN) instrument cluster headlamps ON signal	0 voltage, less than 5 ohms between the instrument cluster and the headlamp switch. Greater than 10,000 ohms between the instrument cluster and ground.

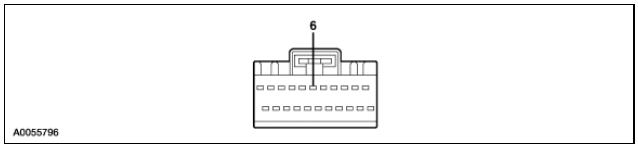
FEM C201a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	31S-LE23 (BK/WH) RH halogen low beam control ground circuit	Greater than 10 volts with the key ON. Less than 5 ohms between the FEM and headlamp. Greater than 10,000 ohms between the FEM and ground.
8	31S-LE16 (BK/RD) LH halogen low beam control ground circuit	Greater than 10 volts with the key ON. Less than 5 ohms between the FEM and headlamp. Greater than 10,000 ohms between the FEM and ground.
10	31S-LE22 (BK/RD) RH halogen high beam control ground circuit	Greater than 10 volts with the key ON. Less than 5 ohms between the FEM and headlamp. Greater than 10,000 ohms between the FEM and ground.

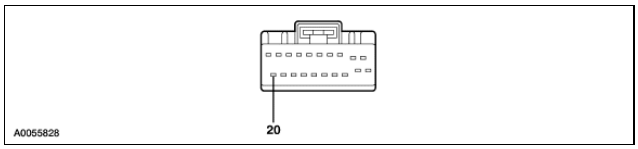
17	31S-LE15 (BK/GN) LH halogen high beam control ground circuit	Greater than 10 volts with the key ON. Less than 5 ohms between the FEM and headlamp. Greater than 10,000 ohms between the FEM and ground.

FEM C201b



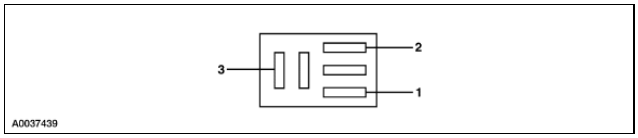
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
6	91S-LE16 (BN/YE) LH HID low beam control ground circuit	Greater than 10 volts with the key ON. Less than 5 ohms between the FEM and LH HID relay. Greater than 10,000 ohms between the FEM and ground.

FEM C201f



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
20	91S-LE23 (BN/WH) RH HID low beam control ground circuit	Greater than 10 volts with the key ON. Less than 5 ohms between the FEM and RH HID relay. Greater than 10,000 ohms between the FEM and ground.

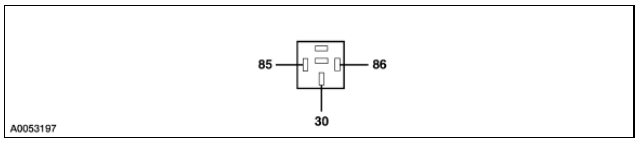
LH HID Relay C1379, RH HID Relay C1380



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C1379)	29S-LE16 (OG/GN) voltage supply circuit	Greater than 10 volts with the key ON.
2 (C1379)	91S-LE16 (BN/YE) control ground circuit	0 voltage, less than 5 ohms between the HID relay and the FEM.
3 (C1379)	30-LE31 (RD/YE) B+ power supply circuit	Greater than 10 volts with the ignition in any position.
1 (C1380)	29S-LE23 (OG/WH) voltage supply circuit	Greater than 10 volts with the key ON.

2 (C1380)	91S-LE23 (BN/WH) control ground circuit	0 voltage, less than 5 ohms between the HID relay and the FEM.
3 (C1380)	30-LE30 (RD/BU) B+ power supply circuit	Greater than 10 volts with the ignition in any position.

SSP1 Relay, SSP2 Relay, SSP3 Relay, SSP4 Relay



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
30 (C441)	30-DG52 (RD/BU) B+ power supply circuit	Greater than 10 volts with the ignition in any position.
85 (C441)	31S-DG51 (BK/YE) relay coil control ground	0 voltage, less than 5 ohms between the relay and the FEM or REM. Less than 5 ohms between the relay and other SSP relays.
86 (C441)	30-DG51 (RD/YE) B+ power supply circuit	Greater than 10 volts with the ignition in any position.
30 (C442)	30-DG54 (RD/GN) B+ power supply circuit	Greater than 10 volts with the ignition in any position.
85 (C442)	31S-DG53 (BK/OG) relay coil control ground	0 voltage, less than 5 ohms between the relay and the FEM or REM. Less than 5 ohms between the relay and other SSP relays.
86 (C442)	30-DG53 (RD/OG) B+ power supply circuit	Greater than 10 volts with the ignition in any position.
30 (C444)	30-DG56 (RD/WH) B+ power supply circuit	Greater than 10 volts with the ignition in any position.
85 (C444)	31S-DG55 (BK/RD) relay coil control ground	0 voltage, less than 5 ohms between the relay and the FEM or REM. Less than 5 ohms between the relay and other SSP relays.
86 (C444)	30-DG55 (RD/BK) B+ power supply circuit	Greater than 10 volts with the ignition in any position.
30 (C445)	30-DG58 (RD/BU) B+ power supply circuit	Greater than 10 volts with the ignition in any position.
85 (C445)	31S-DG57 (BK/YE) relay coil control ground	0 voltage, less than 5 ohms between the relay and the FEM or REM. Less than 5 ohms between the relay and other SSP relays.
86 (C445)	30-DG57 (RD/YE) B+ power supply circuit	Greater than 10 volts with the ignition in any position.

Pinpoint Test A: Both Headlamps Are Inoperative

Normal Operation

The instrument cluster monitors the headlamp switch position by sending out voltage reference signals to the headlamp switch. If a problem is detected with the low beam signal circuit (8-LE21 [GY/OG]), the headlamps off signal circuit (10-LE21 [GY/OG]) or the signal return circuit (9-LE29 [BN/GN]) from the headlamp switch, the instrument cluster will default the headlamps and parking lamps ON. When the headlamp switch is in the headlamps ON position, the instrument cluster sends a signal to the front electronic module (FEM) to illuminate the headlamps.

Possible Causes

- headlamp switch
- FEM.
- instrument cluster

PINPOINT TEST A: BOTH HEADLAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
A1 CHECK THE HEADLAMP SWITCH OUTPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster headlamp switch status PID while rotating the knob to the headlamps ON position. • **Does the PID match with the headlamp switch position?**	**Yes** GO to A4 . **No** GO to A2 .
A2 CHECK THE HEADLAMP SWITCH	
• Key in OFF position. • Disconnect: Headlamp Switch C205. • Carry out the headlamp switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the headlamp switch OK?**	**Yes** GO to A3 . **No** INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. TEST the system for normal operation.
A3 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

A4 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test B: The High Beams Are Inoperative

Normal Operation

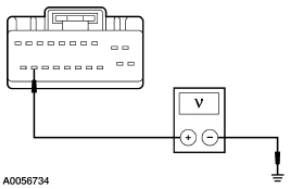
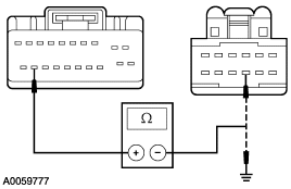
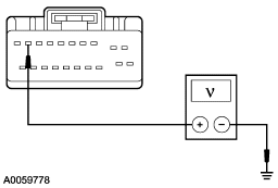
The instrument cluster monitors the multifunction switch positions. The instrument cluster sends out a voltage reference signal to the multifunction switch through circuit 8-LE14 (WH/BU). The return signal is sent through circuit 9-LG43 (BN/WH). When the multifunction switch is in the high beam position, the instrument cluster sends a signal to the front electronic module (FEM) to illuminate the high beams. If a problem is detected with the circuits to the multifunction switch, the instrument cluster will not send a signal to the FEM to illuminate the high beams.

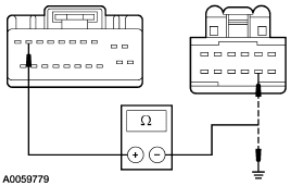
Possible Causes

- circuit 8-LE14 (WH/BU) open, shorted to ground or shorted to power
- circuit 9-LG43 (BN/WH) open, shorted to ground or shorted to power
- multifunction switch
- FEM
- instrument cluster

PINPOINT TEST B: THE HIGH BEAMS ARE INOPERATIVE

Test Step	Result / Action to Take
B1 MONITOR THE INSTRUMENT CLUSTER HIGH BEAM INPUT STATUS PID	
• Key in ON position. • Connect the diagnostic tool. • Monitor the instrument cluster high beam input status PID while moving the multifunction switch from the low beam position to the high beam positions. • **Does the PID agree with the positions of the multifunction switch?**	**Yes** GO to B8 . **No** GO to B2 .
B2 CHECK THE MULTIFUNCTION SWITCH	
• Key in OFF position. • Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the multifunction switch OK?**	**Yes** GO to B3 . **No** INSTALL a new multifunction switch. REFER to Section 211-00 . TEST the system for normal operation.

B3 CHECK CIRCUIT 8-LE14 (WH/BU) FOR SHORT TO POWER	
• Disconnect: Instrument Cluster C220b. • Key in ON position. • Measure the voltage between the instrument cluster C220b-19, circuit 8-LE14 (WH/BU), harness side and ground.  • **Is any voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation. **No** GO to B4 .
B4 CHECK CIRCUIT 8-LE14 (WH/BU) FOR AN OPEN OR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between the instrument cluster C220b-19, circuit 8-LE14 (WH/BU), harness side and ground; and between the instrument cluster C220b-19, circuit 8-LE14 (WH/BU), harness side and the multifunction switch C202-9, circuit 8-LE14 (WH/BU), harness side.  • **Is the resistance greater than 10,000 ohms between the instrument cluster and ground; and less than 5 ohms between the instrument cluster and the multifunction switch?**	**Yes** GO to B5 . **No** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation.
B5 CHECK CIRCUIT 9-LG43 (BN/WH) FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the instrument cluster C220b-9, circuit 9-LG43 (BN/WH), harness side and ground.  • **Is any voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation. **No** GO to B6 .
B6 CHECK CIRCUIT 9-LG43 (BN/WH) FOR AN OPEN OR SHORT TO GROUND	

• Key in OFF position. • Measure the resistance between the instrument cluster C220b-9, circuit 9-LG43 (BN/WH), harness side and ground; and between the instrument cluster C220b-9, circuit 9-LG43 (BN/WH), harness side and the multifunction switch C202-8, circuit 9-LG43 (BN/WH), harness side.  • **Is the resistance greater than 10,000 ohms between the instrument cluster and ground; and less than 5 ohms between the instrument cluster and multifunction switch?**	**Yes** GO to B7 . **No** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation.
B7 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

B8 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test C: One Low Beam Headlamp Is Inoperative

Normal Operation Standard Headlamps

The LH low beam receives power through circuit 29S-LE16 (OG/GN). Ground for the LH low beam is provided through circuit 31S-LE16 (BK/RD). The RH low beam receives power through circuit 29S-LE23 (OG/WH). Ground for the RH low beam is provided through circuit 31S-LE23 (BK/WH). The front electronic module (FEM) controls the ground for both low beam headlamps.

Normal Operation High Intensity Discharge (HID) Headlamps

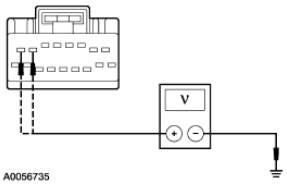
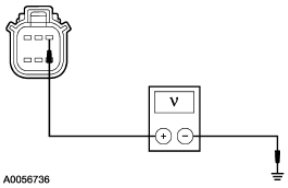
The LH HID relay coil receives power through circuit 29S-LE16 (OG/GN). Ground for the LH HID relay coil is provided through circuit 91S-LE16 (BN/YE) and is controlled by the FEM. Battery voltage is supplied to the LH HID relay through circuit 30-LE31 (RD/YE). When the relay is energized, voltage is switched to the LH ballast through circuit 30S-LE16 (OG/GN). Circuit 31-LE16 (BK/RD) supplies ground to the LH ballast. The RH HID relay coil receives power through circuit 29S-LE23 (OG/WH). Ground for the RH HID relay coil is provided through circuit 91S-LE23 (BN/WH) and is controlled by the FEM. Battery voltage is supplied to the RH HID relay through circuit 30-LE30 (RD/BU). When the relay is energized, voltage is switched to the RH ballast through circuit 30S-LE23 (OG/WH). Circuit 31-LE23 (BK/WH) supplies ground to the RH ballast. The FEM controls the ground for both HID relay coils. The ballasts provide the necessary voltage to power the HID bulbs. The ballast and HID bulb are replaced as an assembly.

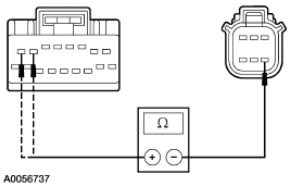
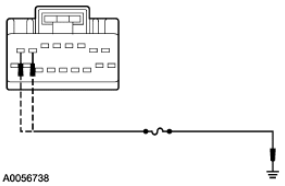
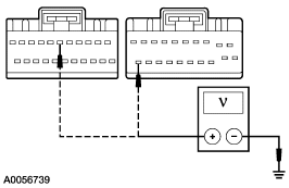
Possible Causes

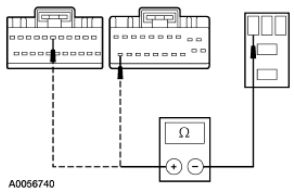
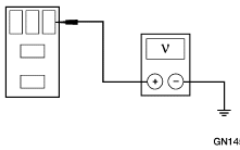
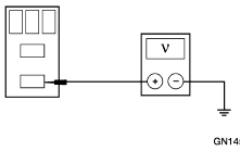
- circuit 29S-LE16 (OG/GN) (LH headlamp) open
- circuit 29S-LE23 (OG/WH) (RH headlamp) open
- circuit 31S-LE16 (BK/RD) (LH halogen headlamp) open or shorted to power
- circuit 31S-LE23 (BK/WH) (RH halogen headlamp) open or shorted to power
- circuit 91S-LE16 (BN/YE) (LH HID relay) open or shorted to power
- circuit 91S-LE23 (BN/WH) (RH HID relay) open or shorted to power
- circuit 30-LE31 (RD/YE) (LH HID relay) open
- circuit 30-LE30 (RD/BU) (RH HID relay) open
- circuit 30S-LE16 (OG/GN) (LH HID headlamp) open
- circuit 30S-LE23 (OG/WH) (RH HID headlamp) open
- circuit 31-LE16 (BK/RD) (LH HID headlamp) open
- circuit 31-LE23 (BK/WH) (RH HID headlamp) open
- HID relay
- ballast and HID bulb
- FEM

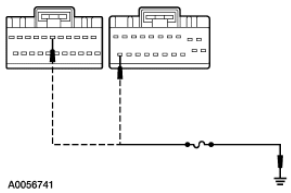
PINPOINT TEST C: ONE LOW BEAM HEADLAMP IS INOPERATIVE

Test Step	Result / Action to Take
C1 DETERMINE IF THE VEHICLE IS EQUIPPED WITH HID LIGHTING	
• Check the vehicle for HID headlamps. • **Is the vehicle equipped with HID headlamps?**	**Yes** GO to C7 . **No** GO to C2 .
C2 RETRIEVE THE FEM DIAGNOSTIC TROUBLE CODES (DTCs)	
NOTE: Make sure the headlamp switch is in the OFF position. • Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Carry out the FEM on-demand self-test. • **Are any DTCs present?**	**Yes** If DTC B1794, GO to C4 . All others, REFER to the FEM Diagnostic Trouble Code (DTC) index for correct diagnostics. **No**

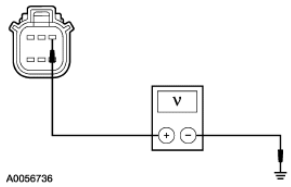
	GO to C3 .
C3 CHECK CIRCUIT 31S-LE16 (BK/RD) (LH LOW BEAM) OR CIRCUIT 31S-LE23 (BK/WH) (RH LOW BEAM) FOR SHORT TO POWER	
• Key in OFF position. • Disconnect: FEM C201a. • Disconnect: LH Headlamp C1021 or RH Headlamp C1041. • Key in ON position. • Measure the voltage between the FEM C201a-8, circuit 31S-LE16 (BK/RD) (LH headlamp), harness side and ground; or between the FEM C201a-7, circuit 31S-LE23 (BK/WH) (RH headlamp), harness side and ground.  A0056735 • **Is any voltage present?**	**Yes** REPAIR the circuit in question. TEST the system for normal operation. **No** GO to C13 .
C4 CHECK CIRCUIT 29S-LE16 (OG/GN) (LH LOW BEAM) OR CIRCUIT 29S-LE23 (OG/WH) (RH LOW BEAM) FOR AN OPEN (HALOGEN HEADLAMP)	
• Key in OFF position. • Disconnect: LH Headlamp C1021 or RH Headlamp C1041. • Key in ON position. • Measure the voltage between the LH headlamp C1021-1, circuit 29S-LE16 (OG/GN), harness side and ground; or between the RH headlamp C1041-1, circuit 29S-LE23 (OG/WH), harness side and ground.  A0056736 • **Is the voltage greater than 10 volts?**	**Yes** GO to C5 . **No** REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.
C5 CHECK CIRCUIT 31S-LE16 (BK/RD) (LH LOW BEAM) OR CIRCUIT 31S-LE23 (BK/WH) (RH LOW BEAM) FOR AN OPEN	
• Key in OFF position. • Disconnect: FEM C201a. • Measure the resistance between the FEM C201a-8, circuit 31S-LE16 (BK/RD), harness side and the LH headlamp C1021-4, circuit 31S-LE16 (BK/RD), harness side; or between the FEM C201a-7, circuit 31S-LE23 (BK/WH), harness side and the RH headlamp C1041-4, circuit 31S-LE23 (BK/WH), harness side.	**Yes** GO to C6 . **No** REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.

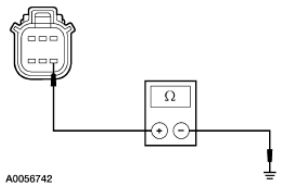
 A0056737 • **Is the resistance less than 5 ohms?**	
C6 CHECK THE HEADLAMP ASSEMBLY	
• Connect: LH Headlamp C1021 or RH Headlamp C1041. • Connect a fused (10A) jumper wire between the FEM C201a-8, circuit 31S-LE16 (BK/RD) (LH headlamp), harness side and ground; or between the FEM C201a-7, circuit 31S-LE23 (BK/WH) (RH headlamp), harness side and ground.  A0056738 • Key in ON position. • **Does the inoperative low beam now illuminate?**	**Yes** GO to C13 . **No** REPAIR or INSTALL a new headlamp assembly. REFER to Headlamp Assembly in this section. TEST the system for normal operation.
C7 CHECK CIRCUIT 91S-LE16 (BN/YE) (LH LOW BEAM) OR CIRCUIT 91S-LE23 (BN/WH) (RH LOW BEAM) FOR SHORT TO POWER	
• Key in OFF position. • Disconnect: FEM C201b or C201f. • Disconnect: LH HID Relay C1379 or RH HID Relay C1380. • Key in ON position. • Measure the voltage between the FEM C201b-6, circuit 91S-LE16 (BN/YE) (LH headlamp), harness side and ground; or between the FEM C201f-20, circuit 91S-LE23 (BN/WH) (RH headlamp), harness side and ground.  A0056739 • **Is any voltage present?**	**Yes** REPAIR the circuit in question. TEST the system for normal operation. **No** GO to C8 .
C8 CHECK CIRCUIT 91S-LE16 (BN/YE) (LH LOW BEAM) OR CIRCUIT 91S-LE23 (BN/WH) (RH LOW BEAM) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the FEM C201b-6, circuit 91S-LE16 (BN/YE), harness side and the LH HID relay C1379-2, circuit 91S-LE16 (BN/YE), harness side; or	**Yes** GO to C9 . **No** REPAIR the circuit in question.

between the FEM C201f-20, circuit 91S-LE23 (BN/WH), harness side and the RH HID relay C1380-2, circuit 91S-LE23 (BN/WH), harness side.  • **Is the resistance less than 5 ohms?**	TEST the system for normal operation.
C9 CHECK CIRCUIT 29S-LE16 (OG/GN) (LH LOW BEAM) OR CIRCUIT 29S-LE23 (OG/WH) (RH LOW BEAM) FOR AN OPEN (HID HEADLAMP)	
• Key in ON position. • Measure the voltage between the LH HID relay C1379-1, circuit 29S-LE16 (OG/GN), harness side and ground; or between the RH HID relay C1380-1, circuit 29S-LE23 (OG/WH), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to C10 . **No** REPAIR the circuit in question. TEST the system for normal operation.
C10 CHECK THE HID RELAY	
• Carry out the HID relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the HID relay OK?**	**Yes** GO to C11 . **No** INSTALL a new HID relay. TEST the system for normal operation.
C11 CHECK CIRCUIT 30-LE31 (RD/YE) (LH LOW BEAM) OR CIRCUIT 30-LE30 (RD/BU) (RH LOW BEAM) FOR AN OPEN (HID HEADLAMP)	
• Key in OFF position. • Measure the voltage between the LH HID relay C1379-3, circuit 30-LE31 (RD/YE), harness side and ground; or between the RH HID relay C1380-3, circuit 30-LE30 (RD/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** REPAIR the circuit in question. TEST the system for normal operation. **No** GO to C12 .

C12 CHECK THE FEM	
• Connect: LH HID Relay C1379 or RH HID Relay C1380. • Connect a fused (10A) jumper wire between the FEM C201b-6, circuit 91S-LE16 (BN/YE) (LH headlamp), harness side and ground; or between the FEM C201f-20, circuit 91S-LE23 (BN/WH) (RH headlamp), harness side and ground.  A0056741 • Key in ON position. • **Does the inoperative low beam now illuminate?**	**Yes** REMOVE the jumper wire. GO to C13 . **No** REMOVE the jumper wire. GO to C14 .
C13 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

C14 CHECK CIRCUIT 30S-LE16 (RD/BK) (LH LOW BEAM) OR CIRCUIT 30S-LE23 (RD/WH) (RH LOW BEAM) FOR AN OPEN	
• Key in OFF position. • Connect: FEM C201a. • Disconnect: LH Headlamp C1021 or RH Headlamp C1041. • Place the headlamp switch in the headlamps ON position. • Measure the voltage between the LH headlamp C1021-1, circuit 30S-LE16 (RD/BK), harness side and ground; or between the RH headlamp C1041-1, circuit 30S-LE23 (RD/WH), harness side and ground.  A0056736 • **Is the voltage greater than 10 volts?**	**Yes** TURN the headlamp switch OFF. GO to C15 . **No** REPAIR the circuit in question. TEST the system for normal operation.
C15 CHECK CIRCUIT 31-LE16 (BK/RD) (LH LOW BEAM) OR CIRCUIT 31-LE23 (BK/WH) (RH LOW BEAM) FOR AN OPEN	

• Measure the resistance between the LH headlamp C1021-4, circuit 31-LE16 (BK/RD), harness side and ground; or between the RH headlamp C1041-4, circuit 31-LE23 (BK/WH), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new ballast. REFER to Headlamp Assembly in this section. TEST the system for normal operation. **No** REPAIR the circuit in question. TEST the system for normal operation.

Pinpoint Test D: One High Beam Headlamp Is Inoperative

Normal Operation

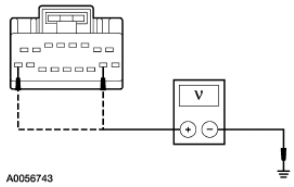
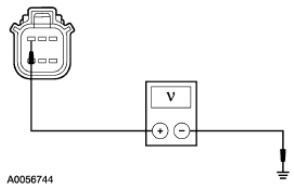
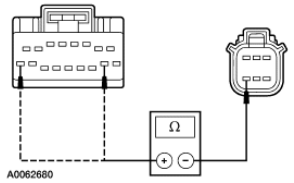
The LH high beam receives power through circuit 29S-LE15 (OG/BK). Ground for the LH low beam is provided through circuit 31S-LE15 (BK/GN). The RH high beam receives power through circuit 29S-LE22 (OG/GN). Ground for the RH low beam is provided through circuit 31S-LE22 (BK/GN). The front electronic module (FEM) controls the ground for both high beam headlamps.

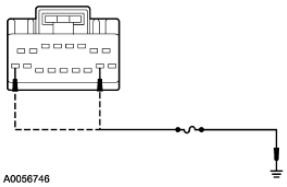
Possible Causes

- circuit 29S-LE15 (OG/BK) (LH headlamp) open
- circuit 29S-LE22 (OG/GN) (RH headlamp) open
- circuit 31S-LE15 (BK/GN) (LH headlamp) open or short to power
- circuit 31S-LE22 (BK/RD) (RH headlamp) open or short to power
- FEM

PINPOINT TEST D: ONE HIGH BEAM HEADLAMP IS INOPERATIVE

Test Step	Result / Action to Take
D1 RETRIEVE THE FEM DIAGNOSTIC TROUBLE CODES (DTCs)	
NOTE: Make sure the headlamp switch is in the OFF position. • Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Carry out the FEM on-demand self-test. • **Are any DTCs present?**	**Yes** If DTC B1567, GO to D3 . All others, REFER to the FEM Diagnostic Trouble Code (DTC) index for correct diagnostics. **No** GO to D2 .
D2 CHECK CIRCUIT 31S-LE15 (BK/GN) OR CIRCUIT 31S-LE22 (BK/GN) FOR SHORT TO POWER	
• Key in OFF position. • Disconnect: FEM C201a. • Disconnect: LH Headlamp C1021 or RH Headlamp C1041. • Key in ON position.	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to D6 .

• Measure the voltage between the FEM C201a-17, circuit 31S-LE15 (BK/GN) (LH headlamp), harness side and ground; or between the FEM C201a-10, circuit 31S-LE22 (BK/RD) (RH headlamp), harness side and ground.  A0056743 • **Is any voltage present?**	
D3 CHECK CIRCUIT 29S-LE15 (OG/BK) OR CIRCUIT 29S-LE22 (OG/GN) FOR AN OPEN	
• Key in OFF position. • Disconnect: LH Headlamp C1021 or RH Headlamp C1041. • Key in ON position. • Measure the voltage between the LH headlamp C1021-3, circuit 29S-LE15 (OG/BK), harness side and ground; or between the RH headlamp C1041-3, circuit 29S-LE22 (OG/GN), harness side and ground.  A0056744 • **Is the voltage greater than 10 volts?**	**Yes** GO to D4 . **No** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation.
D4 CHECK CIRCUIT 31S-LE15 (BK/GN) OR CIRCUIT 31S-LE22 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Disconnect: FEM C201c. • Measure the resistance between the LH headlamp C1021-6, circuit 31S-LE15 (BK/GN), harness side and the FEM C201a-17, circuit 31S-LE15 (BK/GN), harness side; or the RH headlamp C1041-6, circuit 31S-LE22 (BK/RD), harness side and the FEM C201a-10, circuit 31S-LE22 (BK/RD), harness side.  A0062680 • **Is the resistance less than 5 ohms?**	**Yes** GO to D5 . **No** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation.
D5 CHECK THE HEADLAMP ASSEMBLY	

• Key in OFF position. • Connect: LH Headlamp C1021 or RH Headlamp C1041. • Key in ON position. • Connect a fused (10A) jumper wire between the FEM C201a-17, circuit 31S-LE15 (OG/BK), harness side and ground; or the between the FEM C201a-10, circuit 31S-LE22 (OG/GN), harness side and ground.  A0056746 • **Does the inoperative headlamp now illuminate?**	**Yes** GO to D6 . **No** REPAIR or INSTALL a new headlamp assembly. REFER to Headlamp Assembly in this section. CLEAR the DTCs. TEST the system for normal operation.
D6 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test E: The Headlamps Are On Continuously

Normal Operation

The instrument cluster monitors the headlamp switch position. When the headlamp switch is in the headlamps ON position, the instrument cluster sends a signal to the front electronic module (FEM) to illuminate the headlamps. If a problem is detected with the circuits to the headlamp switch, the instrument cluster will default the headlamps ON. The FEM controls the ground circuit for each halogen bulb and high intensity discharge (HID) relay (if equipped). If a problem is detected with any of the signal circuits to the headlamp switch, the instrument cluster will default the parking lamps and headlamps ON. The FEM controls the ground for the headlamp bulbs (and the HID relays if equipped).

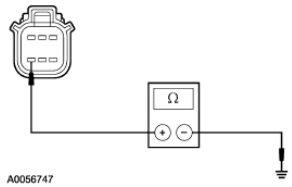
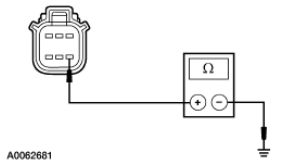
Possible Causes

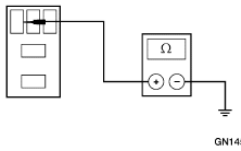
- circuit 31S-LE16 (BK/RD) (LH halogen low beam) short to ground
- circuit 31S-LE23 (BK/WH) (RH halogen low beam) short to ground
- circuit 91S-LE16 (BN/YE) (LH HID relay) short to ground
- circuit 91S-LE23 (BN/WH) (RH HID relay) short to ground
- circuit 31S-LE15 (BK/GN) (LH halogen high beam) short to ground
- circuit 31S-LE22 (BK/RD) (RH halogen high beam) short to ground
- circuit 8-LE21 (WH/GN) open, short to power or short to ground
- circuit 8-LF14 (WH/BU) open, short to power or short to ground
- circuit 9-LE29 (BN/GN) open or short to power
- circuit 10-LE21 (GY/OG) open, short to power or short to ground
- circuit 10-LE47 (GY/OG) short to ground
- HID relay

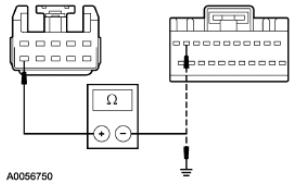
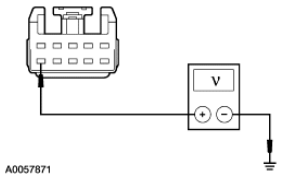
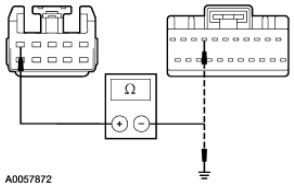
- headlamp switch
- instrument cluster
- FEM
- headlamp
- multifunction switch

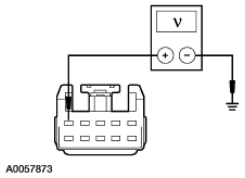
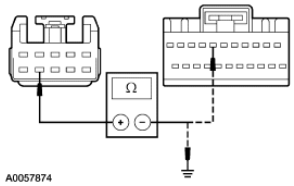
PINPOINT TEST E: THE HEADLAMPS ARE ON CONTINUOUSLY

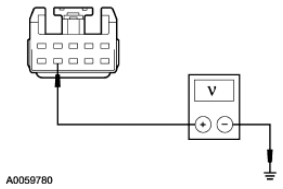
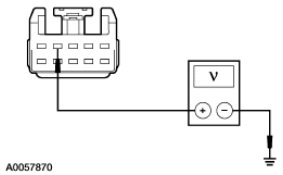
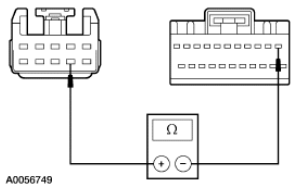
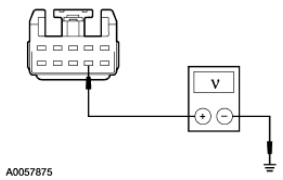
Test Step	Result / Action to Take
E1 DETERMINE THE ALWAYS ON HEADLAMP(S)	
NOTE: Make sure the multifunction switch is in the low beam position • Key in ON position. • Place the headlamp switch in the OFF position. • Observe the headlamps. • **Is only one lamp illuminated?**	**Yes** GO to E2 . **No** GO to E10 .
E2 RETRIEVE THE FEM DIAGNOSTIC TROUBLE CODES (DTCs)	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Carry out the FEM on-demand self-test. • **Are any DTCs present?**	**Yes** If DTC B1567, GO to E3 . If DTC B1794, GO to E5 . All others, REFER to the FEM Diagnostic Trouble Code (DTC) index for correct diagnostics. **No** If not equipped with HID headlamps, GO to E24 . If equipped with HID headlamps, GO to E7 .
E3 CHECK THE FEM (HIGH BEAM)	
• Key in OFF position. • Disconnect: FEM C201a. • **Does the LH or RH high beam continue to illuminate?**	**Yes** GO to E4 . **No** GO to E24 .
E4 CHECK CIRCUIT 31S-LE15 (BK/GN) OR 31S-LE22 (BK/RD) FOR SHORT TO GROUND	
• Disconnect: LH Headlamp C1021 or RH Headlamp C1041. • Measure the resistance between the LH headlamp C1021-6, circuit 31S-LE15 (BK/GN), harness side and ground; or between the RH headlamp C1041-6, circuit 31S-LE22 (BK/RD), harness side and ground.	**Yes** REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR or INSTALL a new headlamp assembly. REFER to

 • **Is the resistance less than 5 ohms?**	Headlamp Assembly in this section. TEST the system for normal operation.
E5 CHECK THE FEM (HALOGEN LOW BEAM)	
• Key in OFF position. • Disconnect: FEM C201a. • **Does the LH or RH low beam continue to illuminate?**	**Yes** GO to E6 . **No** GO to E24 .
E6 CHECK CIRCUIT 31S-LE16 (BK/RD) OR 31S-LE23 (BK/WH) FOR SHORT TO GROUND	
• Disconnect: LH Headlamp C1021 or RH Headlamp C1041. • Measure the resistance between the LH headlamp C1021-4, circuit 31S-LE16 (BK/RD), harness side and ground; or between the RH headlamp C1041-4, circuit 31S-LE23 (BK/WH), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation. **No** REPAIR or INSTALL a new headlamp assembly. REFER to Headlamp Assembly in this section. TEST the system for normal operation.
E7 CHECK THE FEM (HID LOW BEAM)	
• Key in OFF position. • Disconnect: FEM C201a. • **Does the LH or RH low beam continue to illuminate?**	**Yes** GO to E8 . **No** GO to E24 .
E8 CHECK CIRCUIT 91S-LE16 (BN/YE) OR CIRCUIT 91S-LE23 (BN/WH) FOR SHORT TO GROUND	
• Disconnect: LH HID Relay C1379 or RH HID Relay C1380. • Measure the resistance between the LH HID relay C1379-2, circuit 91S-LE16 (BN/YE), harness side and ground; or between the RH HID relay C1380-2, circuit 91S-LE23 (BN/WH), harness side and ground	**Yes** REPAIR the circuit in question. TEST the system for normal operation. **No** GO to E9 .

 GN1455-A • **Is the resistance less than 5 ohms?**	
E9 CHECK THE HID RELAY	
• Carry out the HID relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the HID relay OK?**	**Yes** REPAIR circuit 30S-LE16 (RD/BK) (LH headlamp) or circuit 30S-LE23 (RD/WH) (RH headlamp). TEST the system for normal operation. **No** INSTALL a new HID relay. TEST the system for normal operation.
E10 DETERMINE IF LOW BEAMS OR HIGH BEAMS ARE ILLUMINATED	
• Key in OFF position. • Observe the headlamps. • **Are the high beam headlamps illuminated?**	**Yes** GO to E11 . **No** GO to E12 .
E11 MONITOR THE HIGH BEAM STATUS	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster high beam input status PID while moving the multifunction switch from the low beam to high beam positions. • **Does the PID agree with the positions of the multifunction switch?**	**Yes** GO to E24 . **No** INSTALL a new multifunction switch. REFER to Section 211-00 . TEST the system for normal operation.
E12 MONITOR THE HEADLAMP SWITCH STATUS	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster headlamp switch status PID while rotating the knob from the OFF position to the headlamps ON position. • **Does the PID agree with the positions of the headlamp switch?**	**Yes** GO to E24 . **No** GO to E13 .
E13 CHECK THE HEADLAMP SWITCH	
• Key in OFF position. • Disconnect: Headlamp Switch C205. • Carry out the headlamp switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information.	**Yes** GO to E14 . **No** INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. TEST the system for normal

• **Is the headlamp switch OK?**	operation.
E14 CHECK CIRCUIT 8-LE21 (WH/GN) FOR AN OPEN OR SHORT TO GROUND	
• Disconnect: Instrument Cluster C220c. • Measure the resistance between the headlamp switch C205-10, circuit 8-LE21 (WH/GN), harness side and the instrument cluster C220c-10, circuit 8-LE21 (WH/GN), harness side; and between the headlamp switch C205-10, circuit 8-LE21 (WH/GN), harness side and ground.  A0056750 • **Is the resistance less than 5 ohms between the headlamp switch and the instrument cluster; and greater than 10,000 ohms between the headlamp switch and ground?**	**Yes** GO to E15 . **No** REPAIR the circuit. TEST the system for normal operation.
E15 CHECK CIRCUIT 8-LE21 (WH/GN) FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the headlamp switch C205-10, circuit 8-LE21 (WH/GN), harness side and ground.  A0057871 • **Is the any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to E16 .
E16 CHECK CIRCUIT 8-LF14 (WH/BU) FOR AN OPEN OR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between the headlamp switch C205-5, circuit 8-LF14 (WH/BU), harness side and the instrument cluster C220c-8, circuit 8-LF14 (WH/BU), harness side; and between the headlamp switch C205-5, circuit 8-LF14 (WH/BU), harness side and ground.  A0057872	**Yes** GO to E17 . **No** REPAIR the circuit. TEST the system for normal operation.

• **Is the resistance less than 5 ohms between the headlamp switch and the instrument cluster; and greater than 10,000 ohms between the headlamp switch and ground?**	
E17 CHECK CIRCUIT 8-LF14 (WH/BU) FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the headlamp switch C205-5, circuit 8-LF14 (WH/BU), harness side and ground.  A0057873 • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to E18 .
E18 CHECK CIRCUIT 10-LE21 (GY/OG) FOR AN OPEN OR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between the headlamp switch C205-9, circuit 10-LE21 (GY/OG), harness side and the instrument cluster C220c-7, circuit 10-LE21 (GY/OG), harness side; and between the headlamp switch C205-9, circuit 10-LE21 (GY/OG), harness side and ground.  A0057874 • **Is the resistance less than 5 ohms between the headlamp switch and the instrument cluster; and greater than 10,000 ohms between the headlamp switch and ground?**	**Yes** GO to E19 . **No** REPAIR the circuit. TEST the system for normal operation.
E19 CHECK CIRCUIT 10-LE21 (GY/OG) FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the headlamp switch C205-9, circuit 10-LE21 (GY/OG), harness side and ground.	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to E20 .

 A0059780 • **Is any voltage present?**	
E20 CHECK CIRCUIT 10-LE47 (GY/OG) FOR SHORT TO GROUND	
• Key in OFF position. • Measure the resistance between the headlamp switch C205-4, circuit 10-LE47 (GY/OG), harness side and ground.  A0057870 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to E21 .
E21 CHECK CIRCUIT 9-LE29 (BN/GN) FOR AN OPEN	
• Measure the resistance between the headlamp switch C205-7, circuit 9-LE29 (BN/GN), harness side and the instrument cluster C220c-1, circuit 9-LE29 (BN/GN), harness side.  A0056749 • **Is the resistance less than 5 ohms?**	**Yes** GO to E22 . **No** REPAIR the circuit. TEST the system for normal operation.
E22 CHECK CIRCUIT 9-LE29 (BN/GN) FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the headlamp switch C205-7, circuit 9-LE29 (BN/GN), harness side ground.  A0057875 • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to E23 .
E23 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

E24 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test F: The Power Supply Relay Is Inoperative All Switched System Power (SSP) Features

Normal Operation

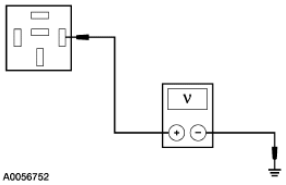
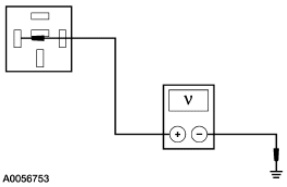
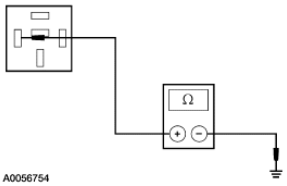
Battery voltage is supplied to the SSP relays through the battery junction box (BJB). Ground for the SSP relay coils is controlled by the front electronic module (FEM) and the rear electronic module (REM) through the following circuits: 31S-DG51 (BK/YE), 31S-DG55 (BK/RD), 31S-DG57 (BK/YE), 31S-DG53 (BK/OG), 31S-DK21 (BK/WH), 31S-DK30 (BK/OG). All of these circuits are spliced together so that either the FEM or the REM can ground this circuit and energize the SSP relays.

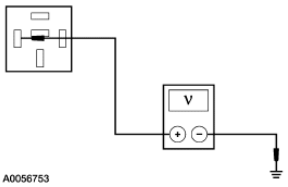
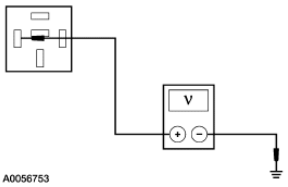
Possible Causes

- circuit 31S-DG51 (BK/YE) short to power
- circuit 31S-DG55 (BK/RD) short to power
- circuit 31S-DG57 (BK/YE) short to power
- circuit 31S-DG53 (BK/OG) short to power
- circuit 31S-DK21 (BK/WH) short to power
- circuit 31S-DK30 (BK/OG) short to power
- SSP relay
- BJB
- FEM
- REM

PINPOINT TEST F: THE POWER SUPPLY RELAY IS INOPERATIVE ALL SWITCHED SYSTEM POWER (SSP) FEATURES

Test Step	Result / Action to Take
NOTE: The ignition switch must be cycled from OFF to ON to enable the SSP feature.	

NOTE: Refer to Principles of Operation and the SSP Relay Index for complete detail of SSP-powered features.	
F1 CHECK THE BJB	
• Key in OFF position. • Disconnect: SSP1 Relay C441. • Measure the voltage between the SSP1 relay C441-86, circuit 30-DG51 (RD/YE), harness side and ground.  A0056752 • **Is the voltage greater than 10 volts?**	**Yes** GO to F2 . **No** REPAIR or INSTALL a new BJB. TEST the system for normal operation.
F2 CHECK THE CONTROL GROUND CIRCUIT FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the SSP1 relay C441-85, circuit 31S-DG51 (BK/YE), harness side and ground.  A0056753 • **Is the voltage greater than 10 volts?**	**Yes** GO to F4 . **No** GO to F3 .
F3 CHECK FOR GROUND ON CIRCUIT 31S-DG51 (BK/YE)	
• Measure the resistance between the SSP1 relay C441-85, circuit 31S-DG51 (BK/YE), harness side and ground.  A0056754 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new SSP1 relay. TEST the system for normal operation. **No** REPAIR the circuit between the SSP relays and the electronic modules. TEST the system for normal operation.
F4 CHECK THE SSP RELAY(S)	
• Disconnect: SSP2 Relay C442. • Disconnect: SSP3 Relay C444. • Disconnect: SSP4 Relay C445.	**Yes** GO to F5 . **No** INSTALL a new SSP relay. TEST the system

• Carry out the relay component test on each SSP relay; Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Does each relay pass the component test?**	for normal operation.
F5 CHECK THE FEM FOR SHORT TO POWER	
• Key in OFF position. • Disconnect: FEM C201b. • Key in ON position. • Measure the voltage between the SSP1 relay C441-85, circuit 31S-DG51 (BK/YE), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to F6 . **No** GO to F7 .
F6 CHECK THE REM FOR SHORT TO POWER	
• Key in OFF position. • Disconnect: REM C420b. • Key in ON position. • Measure the voltage between the SSP1 relay C441-85, circuit 31S-DG51 (BK/YE), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** REPAIR the SSP ground control circuit. TEST the system for normal operation. **No** GO to F8 .
F7 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

F8 CHECK FOR REM OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test G: The Power Supply Relay Is Inoperative Switched System Power (SSP) 1

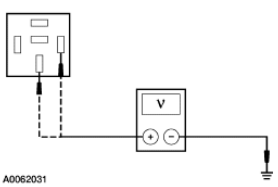
Normal Operation

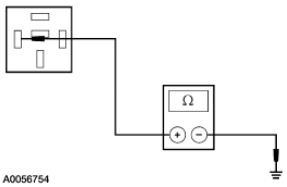
Battery voltage is supplied to the SSP1 relay through battery junction box (BJB) fuse 27 (30A). Ground for the relay coil is controlled by the front electronic module (FEM) and the rear electronic module (REM) through circuit 31S-DG51 (BK/YE). When the SSP1 relay is energized, battery voltage is switched from the BJB to circuit 30-DD3 (RD/OG).

Possible Causes

- circuit 31S-DG51 (BK/YE) open
- circuit 30-DD3 (RD/OG) open
- BJB
- SSP1 relay

PINPOINT TEST G: THE POWER SUPPLY RELAY IS INOPERATIVE SWITCHED SYSTEM POWER (SSP) 1

Test Step	Result / Action to Take
NOTE: The ignition switch must be cycled from OFF to ON to enable the SSP feature.	
NOTE: Refer to Exterior Lighting and the SSP Relay Index for complete details of SSP1 powered features.	
G1 CHECK THE BATTERY JUNCTION BOX (BJB)	
• Key in OFF position. • Disconnect: SSP1 Relay C441. • Measure the voltage between the SSP1 relay C441-86, circuit 30-DG51 (RD/YE), harness side and ground; and between the SSP1 relay C441-30, circuit 30-DG52 (RD/BU), harness side and ground.  • **Are the voltages greater than 10 volts?**	**Yes** GO to G2 . **No** REPAIR or INSTALL a new BJB. TEST the system for normal operation.
G2 CHECK CIRCUIT 31S-DG51 (BK/YE) FOR AN OPEN	

• Key in ON position. • Measure the resistance between the SSP1 relay C441-85, circuit 31S-DG51 (BK/YE), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to G3 . **No** REPAIR the circuit. TEST the system for normal operation.
G3 CHECK THE SSP1 RELAY	
• Carry out the SSP1 relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the SSP1 relay OK?**	**Yes** REPAIR circuit 30-DD3 (RD/OG). **No** INSTALL a new SSP1 relay. TEST the system for normal operation.

Pinpoint Test H: The Power Supply Relay Is Inoperative Switched System Power (SSP) 2

Normal Operation

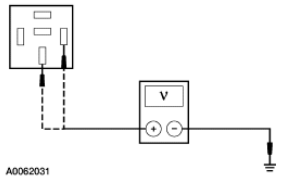
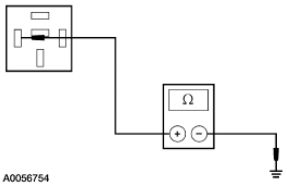
Battery voltage is supplied to the SSP2 relay through battery junction box (BJB) fuse 32 (30A). Ground for the relay coil is controlled by the front electronic module (FEM) and rear electronic module (REM) through circuit 31S-DG53 (BK/OG). When the SSP2 relay is energized, battery voltage is switched from the BJB to circuit 30-DD2 (RD/BU).

Possible Causes

- circuit 31S-DG53 (BK/OG) open
- circuit 30-DD2 (RD/BU) open
- BJB
- SSP2 relay

PINPOINT TEST H: THE POWER SUPPLY RELAY IS INOPERATIVE SWITCHED SYSTEM POWER (SSP) 2

Test Step	Result / Action to Take
NOTE: The ignition switch must be cycled from OFF to ON to enable the SSP feature.	
NOTE: Refer to Exterior Lighting and the SSP Relay Index for complete details of SSP1 powered features.	
H1 CHECK THE BATTERY JUNCTION BOX (BJB)	
• Key in OFF position. • Disconnect: SSP2 Relay C442. • Measure the voltage between the SSP2 relay C442-86, circuit 30-DG53 (RD/OG), harness side and ground; and between the SSP2 relay C442-30, circuit 30-DG54 (RD/GN), harness side and ground.	**Yes** GO to H2 . **No** REPAIR or INSTALL a new BJB. TEST the system for normal operation.

 • **Are the voltages greater than 10 volts?**	
H2 CHECK CIRCUIT 31S-DG53 (BK/OG) FOR AN OPEN	
• Key in ON position. • Measure the resistance between the SSP2 relay C442-85, circuit 31S-DG53 (BK/OG), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to H3 . **No** REPAIR the circuit. TEST the system for normal operation.
H3 CHECK THE SSP2 RELAY	
• Carry out the SSP2 relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the SSP2 relay OK?**	**Yes** REPAIR circuit 30-DD2 (RD/BU). **No** INSTALL a new SSP2 relay. TEST the system for normal operation.

Pinpoint Test I: The Power Supply Relay Is Inoperative Switched System Power (SSP) 3

Normal Operation

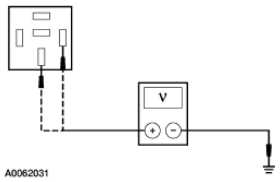
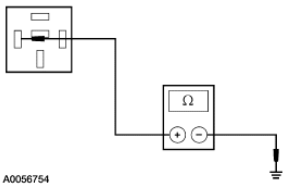
Battery voltage is supplied to the SSP3 relay through battery junction box (BJB) fuse 24 (30A). Ground for the relay coil is controlled by the front electronic module (FEM) and rear electronic module (REM) through circuit 31S-DG55 (BK/RD). When the SSP3 relay is energized, battery voltage is switched from the BJB to circuit 30S-DB15 (RD/OG).

Possible Causes

- circuit 31S-DG55 (BK/RD) open
- circuit 30S-DB15 (RD/OG open
- BJB
- SSP3 relay

PINPOINT TEST I: THE POWER SUPPLY RELAY IS INOPERATIVE SWITCHED SYSTEM POWER (SSP) 3

Test Step	Result / Action to Take
NOTE: The ignition switch must be cycled from OFF to ON to enable the SSP feature.	

NOTE: Refer to Exterior Lighting and the SSP Relay Index for complete details of SSP1 powered features.	
I1 CHECK THE BATTERY JUNCTION BOX (BJB)	
• Key in OFF position. • Disconnect: SSP3 Relay C444. • Measure the voltage between the SSP3 relay C444-86, circuit 30-DG55 (RD/BK), harness side and ground; and between the SSP3 relay C444-30, circuit 30-DG56 (RD/WH), harness side and ground.  • **Are the voltages greater than 10 volts?**	**Yes** GO to I2 . **No** REPAIR or INSTALL a new BJB. TEST the system for normal operation.
I2 CHECK CIRCUIT 31S-DG55 (BK/RD) FOR AN OPEN	
• Key in ON position. • Measure the resistance between the SSP3 relay C444-85, circuit 31S-DG55 (BK/RD), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to I3 . **No** REPAIR the circuit. TEST the system for normal operation.
I3 CHECK THE SSP3 RELAY	
• Carry out the SSP3 relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the SSP3 relay OK?**	**Yes** REPAIR circuit 30S-DB15 (RD/OG). **No** INSTALL a new SSP3 relay. TEST the system for normal operation.

Pinpoint Test J: The Power Supply Relay Is Inoperative Switched System Power (SSP) 4

Normal Operation

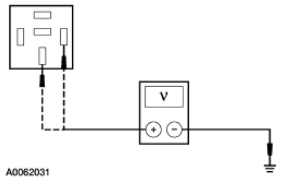
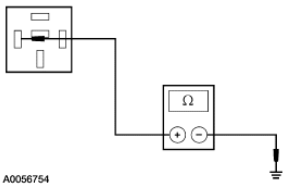
Battery voltage is supplied to the SSP4 relay through battery junction box (BJB) fuse 23 (30A). Ground for the relay coil is controlled by the front electronic module (FEM) and rear electronic module (REM) through circuit 31S-DG57 (BK/YE). When the SSP4 relay is energized, battery voltage is switched from the BJB to circuit 30S-DB16 (RD/GN).

Possible Causes

- circuit 31S-DG57 (BK/YE) open
- circuit 30S-DB16 (RD/GN) open

- BJB
- SSP4 relay

PINPOINT TEST J: THE POWER SUPPLY RELAY IS INOPERATIVE SWITCHED SYSTEM POWER (SSP) 4

Test Step	Result / Action to Take
NOTE: The ignition switch must be cycled from OFF to ON to enable the SSP feature.	
NOTE: Refer to Exterior Lighting and the SSP Relay Index for complete details of SSP1 powered features.	
J1 CHECK THE BATTERY JUNCTION BOX (BJB)	
• Key in OFF position. • Disconnect: SSP4 Relay C445. • Measure the voltage between the SSP4 relay C445-86, circuit 30-DG57 (RF/YE), harness side and ground; and between the SSP4 relay C445-30, circuit 30-DG58 (RD/BU), harness side and ground.  • **Are the voltages greater than 10 volts?**	**Yes** GO to J2 . **No** REPAIR or INSTALL a new BJB. TEST the system for normal operation.
J2 CHECK CIRCUIT 31S-DG57 (BK/YE) FOR AN OPEN	
• Key in ON position. • Measure the resistance between the SSP4 relay C445-85, circuit 31S-DG57 (BK/YE), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to J3 . **No** REPAIR the circuit. TEST the system for normal operation.
J3 CHECK THE SSP4 RELAY	
• Carry out the SSP4 relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the SSP4 relay OK?**	**Yes** REPAIR circuit 30S-DB16 (RD/GN). **No** INSTALL a new SSP4 relay. TEST the system for normal operation.

Autolamps Printable View (97 KB)

Refer to Wiring Diagrams Cell 87 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern
2. Visually inspect for obvious signs of mechanical or electrical damage.

   Visual Inspection Chart

Mechanical	Electrical
• Headlamp switch	• Circuitry • Photocell • Instrument cluster

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

NOTE: Make sure the headlamp switch is in the OFF position.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.
5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.
6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:

- SCP+, SCP-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
- No response/not equipped for instrument cluster, refer to Section 418-00 .
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the instrument cluster.

7. If the DTCs retrieved are related to the concern, go to the Instrument Cluster Diagnostic Trouble Code (DTC) Index.

8. If multiple symptoms exist, check the Switched System Power (SSP) Relay Index before proceeding to the next step. Refer to Headlamps in this section.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

NOTE: For a complete master list of DTCs, refer to Section 418-00 .

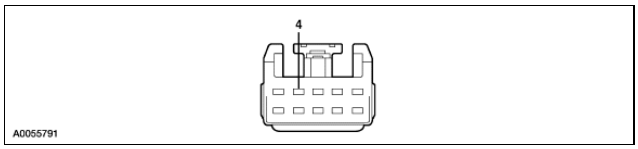
Instrument Cluster Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	Instrument cluster	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster Self-Test. INSTALL a new instrument cluster if DTC B1342 is retrieved again. REFER to Section 413-00 .
B1470	Lamp Headlamp Input Circuit Failure	Instrument cluster	Go To Pinpoint Test E .

Symptom Chart

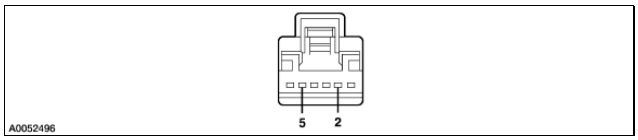
Symptom Chart
Connector Circuit Reference

Headlamp Switch C205



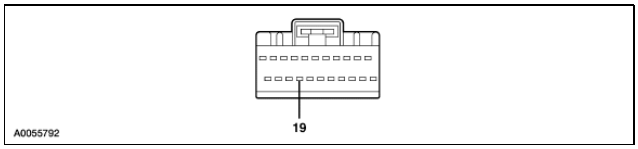
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	10-LE47 (GY/OG) autolamps ON input circuit	Less than 5 ohms between the headlamp switch and the instrument cluster. Greater than 10,000 ohms between the headlamp switch and ground.

Photocell C286



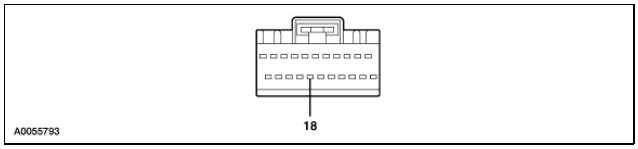
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	8-LE42 (WH/BU) photocell input circuit	Less than 5 ohms between the photocell and the instrument cluster. Greater than 10,000 ohms between the photocell and ground.
5	31-LE42 (BK/OG) photocell ground circuit	0 voltage, less than 5 ohms between the photocell and ground.

Instrument Cluster C220a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
19	8-LE42 (WH/BU) photocell input circuit	0 voltage, less than 5 ohms between the instrument cluster and ground.

Instrument Cluster C220c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
18	10-LE47 (GY/OG) autolamps ON input circuit	0 voltage, less than 5 ohms between the instrument cluster and the headlamp switch. Greater than 10,000 ohms between the instrument cluster and ground.

Pinpoint Test K: The Autolamps Are Inoperative

Normal Operation

The instrument cluster monitors the autolamps ON signal circuit to the headlamp switch through circuit 10-LE47 (GY/OG). When the headlamp switch is turned to the autolamps ON position, the signal is returned through circuit 9-LE29 (BN/GN). After the signal for the autolamps is received, the instrument cluster then monitors the photocell ambient light conditions by sending a signal to the photocell through circuit 8-LE42

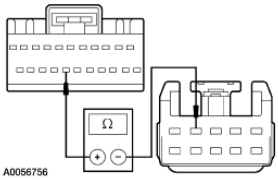
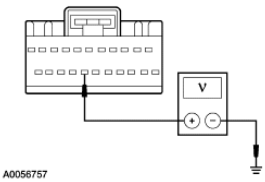
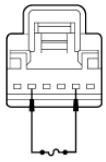
(WH/BU). The photocell is grounded through circuit 31-LE42 (BK/OG). If a problem is detected with any of the voltage reference signals to the headlamp switch, the instrument cluster will default the headlamps and parking lamps ON.

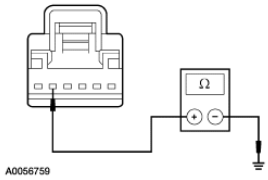
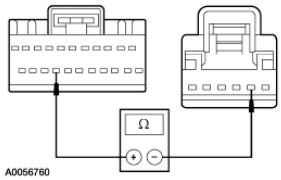
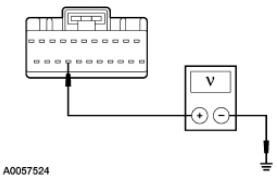
Possible Causes

- circuit 8-LE42 (WH/BU) open or short to power
- circuit 10-LE47 (GY/OG) open or short to power
- circuit 31-LE42 (BK/OG) open
- photocell
- headlamp switch
- instrument cluster

PINPOINT TEST K: THE AUTOLAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
K1 CHECK THE HEADLAMPS OPERATION	
• Place the headlamp switch in the headlamps ON position. • **Do the low beams illuminate?**	**Yes** GO to K2 . **No** REFER to Headlamps in this section to continue diagnostics.
K2 CHECK THE HEADLAMP SWITCH OUTPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster headlamp switch status PID while rotating the knob to the autolamps ON position. • **Does the PID match with the headlamp switch position?**	**Yes** GO to K6 . **No** GO to K3 .
K3 CHECK THE HEADLAMP SWITCH	
• Key in OFF position. • Disconnect: Headlamp Switch C205. • Carry out the headlamp switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the headlamp switch OK?**	**Yes** GO to K4 . **No** INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. TEST the system for normal operation.
K4 CHECK CIRCUIT 10-LE47 (GY/OG) FOR AN OPEN	
• Disconnect: Instrument Cluster C220c. • Measure the resistance between the instrument cluster C220c-18, circuit 10-LE47 (GY/OG), harness side and the headlamp switch C205-4, circuit 10-LE47 (GY/OG), harness side.	**Yes** GO to K5 . **No** REPAIR the circuit. TEST the system for normal operation.

 A0056756 • **Is the resistance less than 5 ohms?**	
K5 CHECK CIRCUIT 10-LE47 (GY/OG) FOR SHORT TO POWER	
• Measure the voltage between the instrument cluster C220c-18, circuit 10-LE47 (GY/OG), harness side and ground.  A0056757 • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to K11 .
K6 CHECK PHOTOCELL INPUT	
• Monitor the instrument cluster photocell status PID while covering and then illuminating the photocell. • **Does the PID percentage change with the sensor covered and then illuminated?**	**Yes** GO to K11 . **No** GO to K7 .
K7 CHECK THE PHOTOCELL	
• Key in OFF position. • Disconnect: Photocell C286. • Key in ON position. • Monitor the instrument cluster photocell status PID while connecting and then disconnecting a fused (5A) jumper wire between the photocell C286-2, circuit 8-LE42 (WH/BU), harness side and the photocell C286-5, circuit 31-LE42 (BK/OG), harness side.  A0056758 • **Does the PID percentage change with the jumper wire connected and then disconnected?**	**Yes** INSTALL a new photocell. REFER to Photocell in this section. TEST the system for normal operation **No** GO to K8 .
K8 CHECK CIRCUIT 31-LE42 (BK/OG) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the photocell C286-5, circuit 31-LE42 (BK/OG), harness side and ground.	**Yes** GO to K9 . **No** REPAIR the circuit. TEST the system for normal

 A0056759 • **Is the resistance less than 5 ohms?**	operation.
K9 CHECK CIRCUIT 8-LE42 (WH/BU) FOR AN OPEN	
• Disconnect: Instrument Cluster C220a. • Measure the resistance between the instrument cluster C220a-19, circuit 8-LE42 (WH/BU), harness side and the photocell C286-2, circuit 8-LE42 (WH/BU), harness side.  A0056760 • **Is the resistance less than 5 ohms?**	**Yes** GO to K10 . **No** REPAIR the circuit. TEST the system for normal operation.
K10 CHECK CIRCUIT 8-LE42 (WH/BU) FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the instrument cluster C220a-19, circuit 8-LE42 (WH/BU), harness side and ground.  A0057524 • **Is any voltage present?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to K11 .
K11 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test L: The Autolamps Are On Continuously

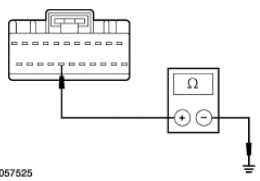
Normal Operation

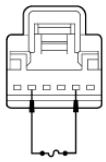
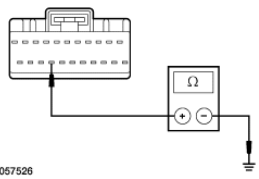
The instrument cluster monitors a signal to the headlamp switch through circuit 10-LE47 (GY/OG). When the headlamp switch is turned to the autolamps ON position, the signal is returned through circuit 9-LE29 (BN/GN). After the signal for the autolamps is received, the instrument cluster monitors the photocell ambient light conditions by sending a signal to the photocell through circuit 8-LE42 (WH/BU).

Possible Causes

- circuit 8-LE42 (WH/BU) short to ground
- circuit 10-LE47 (GY/OG) short to ground
- photocell
- headlamp switch
- instrument cluster

PINPOINT TEST L: THE AUTOLAMPS ARE ON CONTINUOUSLY

Test Step	Result / Action to Take
L1 CHECK THE HEADLAMP SWITCH OUTPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster headlamp switch status PID while rotating the headlamp switch knob from the autolamps ON to OFF positions. • **Does the PID match with the headlamp switch position?**	**Yes** GO to L4 . **No** GO to L2 .
L2 CHECK THE HEADLAMP SWITCH	
• Key in OFF position. • Disconnect: Headlamp Switch C205. • Carry out the headlamp switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the headlamp switch OK?**	**Yes** GO to L3 . **No** INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. TEST the system for normal operation.
L3 CHECK CIRCUIT 10-LE47 (GY/OG) FOR SHORT TO GROUND	
• Disconnect: Instrument Cluster C220c. • Measure the resistance between the instrument cluster C220c-18, circuit 10-LE47 (GY/OG), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to L7 .
L4 CHECK THE OPERATION OF THE PHOTOCELL	

SENSOR	
• Monitor the instrument cluster photocell status PID while covering and then illuminating the photocell. • **Does the PID percentage change with the sensor covered and then illuminated?**	**Yes** GO to L7 . **No** GO to L5 .
L5 CHECK THE PHOTOCELL	
• Key in OFF position. • Disconnect: Photocell C286. • Key in ON position. • Monitor the instrument cluster photocell status PID while connecting and then disconnecting a fused (5A) jumper wire between the photocell C286-2, circuit 8-LE42 (WH/BU), harness side and the photocell C286-5, circuit 31-LE42 (BK/OG), harness side.  A0056758 • **Does the PID percentage change with the jumper wire connected and then disconnected?**	**Yes** INSTALL a new photocell. REFER to Photocell in this section. TEST the system for normal operation **No** GO to L6 .
L6 CHECK CIRCUIT 8-LE42 (WH/BU) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: Instrument Cluster C220a. • Measure the resistance between the instrument cluster C220a-19, circuit 8-LE42 (WH/BU), harness side and ground.  A0057526 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to L7 .
L7 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded

	connector. REPEAT the self-test.

Stoplamps Printable View (146 KB)

Refer to Wiring Diagrams Cell 90 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

   Visual Inspection Chart

Mechanical	Electrical
• Brake pedal position (BPP) switch	• Battery junction box (BJB) fuses: ♦ 3 (5A) (LH stoplamp) ♦ 7 (5A) (RH stoplamp) ♦ 8 (5A) (high mounted stoplamp) • Central junction box (CJB) fuses 35 (5A) (brake pedal position [BPP] switch) • Circuitry • Rear electronic module (REM) • Interactive vehicle dynamics (IVD) module • Anti-lock brake system (ABS) module • Electric parking brake module • Bulbs

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

NOTE: Make sure the headlamp switch is in the OFF position.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.

- check the connections to the vehicle.
- check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for REM, refer to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the REM.

7. If the DTCs retrieved are related to the concern, go to the Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index.

8. If multiple symptoms exist, check the Switched System Power (SSP) Relay Index before proceeding to the next step. Refer to Headlamps in this section.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

NOTE: For a complete master list of DTCs, refer to Section 418-00 .

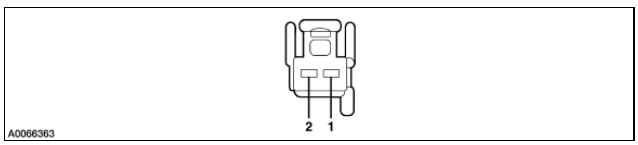
Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	REM	CLEAR and DOCUMENT the DTCs. CARRY OUT the REM self-test. INSTALL a new REM if DTC B1342 is retrieved again. REFER to Section 418-00 .
B1483	Brake Pedal Input Circuit Failure	REM	Go To Pinpoint Test O .

Symptom Chart

Symptom Chart
Connector Circuit Reference

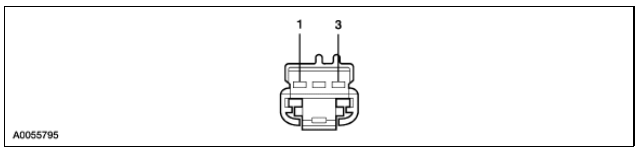
BPP Switch C278



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1		Greater than 10 volts with the ignition in any position.

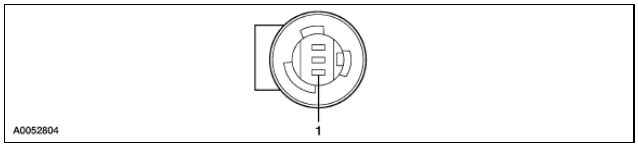
	29-CF58 (OG/GN) B+ power supply circuit	
2	29S-CF1 (OG/YE) switched power supply circuit to REM or IVD module	0 voltage, less than 5 ohms between the BPP switch and the REM (if not equipped with IVD) or less than 5 ohms between the BPP switch and the IVD module (if equipped).

High Mounted Stoplamp C302



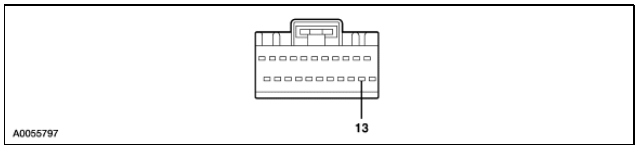
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	31S-LG6A (BK/YE) high mounted stoplamp control ground circuit	0 voltage, less than 5 ohms between the high mounted stoplamp and the REM.
3	29S-LG6A (OG/YE) switched power supply circuit	Greater than 10 volts with the ignition switch ON.

LH Combination Lamp C414, RH Combination Lamp C417



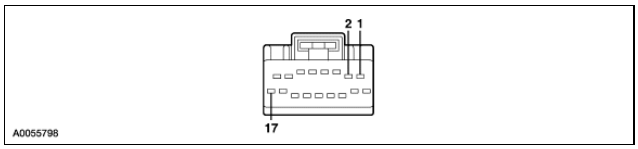
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-LF23 (OG) rear lamp switched power supply circuit	Greater than 10 volts with the ignition ON.

REM C420b



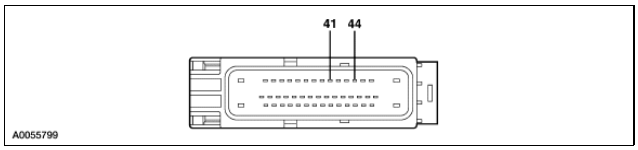
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
13	29S-DK30 (OG) BPP switch output circuit	0 voltage, Greater than 10 volts when the brake pedal is applied. Less than 5 ohms between the REM and the BPP switch (if equipped without IVD). Less than 5 ohms between the REM and the IVD module (if equipped with IVD). Greater than 10,000 ohms between the REM and ground.

REM C420e



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	31S-LG21 (BK/GN) RH rear stoplamp control ground circuit	0 voltage, less than 5 ohms between the REM and the RH rear stoplamp. Greater than 10 volts when the ignition switch is ON.
2	31S-LG14 (BK/OG) LH rear stoplamp control ground circuit	0 voltage, less than 5 ohms between the REM and the LH rear stoplamp. Greater than 10 volts when the ignition switch is ON.
17	31S-LG6 (BK/YE) high mounted stoplamp control ground circuit	0 voltage, less than 5 ohms between the REM and the high mounted stoplamp. Greater than 10 volts when the ignition switch is ON.

IVD Module C155



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
41	29S-CF1 (OG/YE) BPP switch input circuit	0 voltage, less than 5 ohms between the IVD module and the BPP switch. Greater than 10 volts when the brake pedal is applied.
44	29S-CF2 (OG/BU) IVD module brakes applied output circuit	0 voltage, less than 5 ohms between the IVD module and the REM. Greater than 10,000 ohms between the IVD module and ground.

Pinpoint Test M: The Stoplamps Are Inoperative

Normal Operation Vehicles Without Interactive Vehicle Dynamics (IVD)

The stoplamps ground circuits are independently controlled by the rear electronic module (REM). The brake pedal position switch (BPP) is supplied battery voltage through circuit 29-CF58 (OG/GN). When the brake pedal is pressed, the BPP switch allows voltage to flow through to circuit 29S-CF1 (OG/YE). Circuit 29S-CF1 (OG/YE) is spliced to carry the voltage to the anti-lock brake system (ABS) module, the powertrain control module (PCM) and the rear electronic module (REM). Voltage to the REM (from the BPP switch) after the splice is carried through circuit 29S-DK30 (OG). When the REM receives voltage from the BPP switch, the REM illuminates the stoplamps.

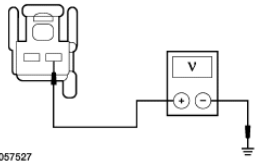
Normal Operation Vehicles With IVD

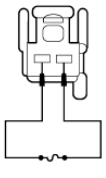
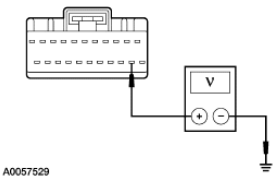
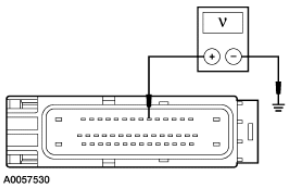
The stoplamps ground circuits are independently controlled by the rear electronic module (REM). The brake pedal position switch (BPP) is supplied battery voltage through circuit 29-CF58 (OG/GN). When the brake pedal is pressed, the BPP switch allows voltage to flow through circuit 29S-CF1 (OG/YE) to the IVD module. The IVD module then sends voltage through circuit 29S-CF2 (OG/BU), which is spliced to carry the voltage to the powertrain control module (PCM) and the rear electronic module (REM). Voltage to the REM (from the IVD module) after the splice is carried through circuit 29S-DK30 (OG). When the REM receives voltage from the IVD module, the REM illuminates the stoplamps.

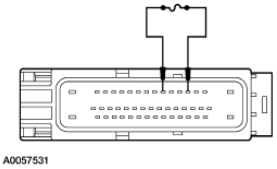
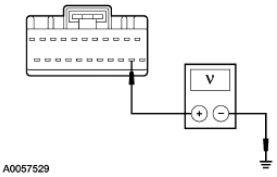
Possible Causes

- circuit 29-CF58 (OG/GN) open
- circuit 29S-CF1 (OG/YE) open
- circuit 29S-CF2 (OG/BU) open or shorted to ground
- circuit 29S-DK30 (OG) open or shorted to ground
- BPP switch
- REM
- IVD module

PINPOINT TEST M: THE STOPLAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
M1 CHECK THE BPP SWITCH INPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the REM BPP switch status PID while pressing and releasing the brake pedal. • **Does the PID indicate active with the brake pedal pressed and inactive with the brake pedal released?**	**Yes** GO to M8 . **No** GO to M2 .
M2 CHECK CIRCUIT 29-CF58 (OG/GN) FOR AN OPEN	
• Key in OFF position. • Disconnect: BPP Switch C278. • Measure the voltage between the BPP switch C278-1, circuit 29-CF58 (OG/GN), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to M3 . **No** REPAIR the circuit. TEST the system for normal operation.
M3 CHECK THE BPP SWITCH	

• Connect a fused (5A) jumper wire between the BPP switch C278-1, circuit 29-CF58 (OG/GN), harness side and the BPP switch C278-2, circuit 29S-CF1 (OG/YE), harness side.  A0057528 • **Do the stoplamps illuminate?**	**Yes** INSTALL a new BPP switch. REFER to Brake Pedal Position (BPP) Switch in this section. TEST the system for normal operation. **No** If not equipped with IVD, GO to M4 . If equipped with IVD, GO to M5 .
M4 CHECK THE BPP SWITCH INPUT CIRCUIT TO THE REM	
• Connect: BPP Switch C278. • Disconnect: REM C420b. • Measure the voltage between the REM C420b-13, circuit 29S-DK30 (OG), harness side and ground while pressing the brake pedal.  A0057529 • **Is the voltage greater than 10 volts?**	**Yes** GO to M8 . **No** REPAIR the BPP input circuit between the REM and BPP switch. TEST the system for normal operation.
M5 CHECK THE BPP SWITCH OUTPUT CIRCUIT TO THE IVD MODULE	
• Disconnect: IVD Module C155. • Measure the voltage between the IVD module C155-41, circuit 29S-CF1 (OG/YE), harness side and ground while pressing the brake pedal.  A0057530 • **Is the voltage greater than 10 volts?**	**Yes** GO to M6 . **No** REPAIR the BPP input circuit between the IVD module and BPP switch. TEST the system for normal operation.
M6 CHECK THE IVD MODULE	
• Connect a fused (5A) jumper wire between the IVD module C155-41, circuit 29S-CF1 (OG/YE), harness side and the IVD module C155-44, circuit 29S-CF2 (OG/BU), harness side.	**Yes** GO to M9 . **No** LEAVE the jumper wire connected. GO to M7 .

 A0057531 • Press the brake pedal and observe the stoplamps. • **Do the stoplamps illuminate?**	
M7 CHECK THE IVD MODULE OUTPUT CIRCUIT TO THE REM	
• Disconnect: REM C420b. • Measure the voltage between the REM C420b-13, circuit 29S-DK30 (OG), harness side and ground while pressing the brake pedal.  A0057529 • **Is the voltage greater than 10 volts?**	**Yes** GO to M8 . **No** REPAIR circuit 29S-CF2 (OG/BU) or 29S-DK30 (OG). TEST the system for normal operation.
M8 CHECK FOR REM OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

M9 CHECK FOR IVD MODULE OPERATION	

• Key in OFF position.
• Disconnect the IVD module connector.
• Check for:
  • corrosion
  • pushed-out pins
• Connect the IVD module connector and make sure it seats correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IVD module. REFER to Section 206-09 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test N: One Or More Stoplamps Are Inoperative

Normal Operation

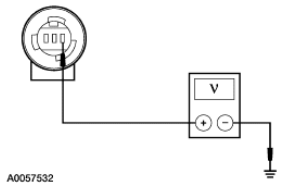
Each stoplamp is supplied battery voltage independently. Power from the battery junction box (BJB) flows through circuit 29S-LG6 (OG/YE) to circuit 29S-LG6A (OG/YE) and then on to the high mounted stoplamp.

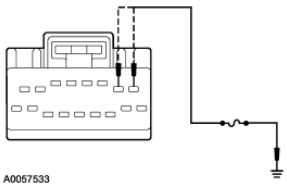
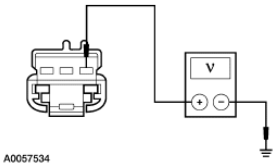
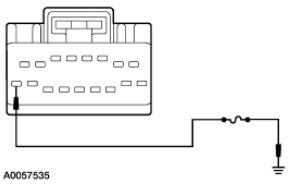
Power from the BJB flows through circuit 29S-LF23 (OG) to the LH stoplamp. Power from the BJB flows through circuit 29S-LF24 (OG/BK) to circuit 29S-LF23 (OG) and then on to the RH stoplamp. The stoplamps ground circuits are independently controlled by the rear electronic module (REM). When the REM receives voltage from the BPP switch (or IVD module if equipped), the REM grounds circuits 31S-LG6 (BK/YE) (high mounted stoplamp), 31S-LG14 (BK/OG) (LH stoplamp) and 31S-LG21 (BK/GN) (RH stoplamp) to illuminate the stoplamps.

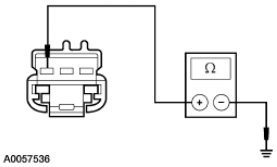
Possible Causes

- circuit 29S-LG6 (OG/YE) open
- circuit 29S-LG6A (OG/YE) open
- circuit 29S-LF23 (OG) open
- circuit 29S-LF24 (OG/BK) open
- circuit 31S-LG6 (BK/YE) open or short to power
- circuit 31S-LG6A (BK/YE) open or short to power
- circuit 31S-LG14 (BK/OG) open or short to power
- circuit 31S-LG21 (BK/GN) open or short to power
- high mounted stoplamp
- REM

PINPOINT TEST N: ONE OR MORE STOPLAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
N1 DETERMINE THE INOPERATIVE STOPLAMP(S)	
• Key in ON position. • Press the brake pedal and observe the stoplamps. • **Are all the stoplamps inoperative?**	**Yes** Go To Pinpoint Test M . **No** If the LH or RH stoplamp is inoperative, GO to N2 . If the high mounted stoplamp is inoperative, GO to N4 .
N2 CHECK THE VOLTAGE TO THE INOPERATIVE STOPLAMP	
• Key in OFF position. • Disconnect: LH Combination Lamp C414 or RH Combination Lamp C417. • Key in ON position. • Measure the voltage between the LH combination lamp C414-1, circuit 29S-LF23 (OG), harness side and ground; or between the RH combination lamp C417-1, circuit 29S-LF23 (OG), harness side and ground.  A0057532	**Yes** RECONNECT the combination lamp. GO to N3 . **No** REPAIR circuit 29S-LF23 (OG) or circuit 29S-LF24 (OG/BK) as necessary. TEST the system for normal operation.

• **Is the voltage greater than 10 volts?**	
N3 CHECK THE REM	
• Disconnect: REM C420e. • **NOTE:** If the fuse in the jumper wire fails, repair the circuit for short to power. • Connect a fused (5A) jumper wire between the REM C420e-2 (LH stoplamp), circuit 31S-LG14 (BK/OG), harness side and ground; or between the REM C420e-1 (RH stoplamp), circuit 31S-LG21 (BK/GN), harness side and ground.  A0057533 • **Does the inoperative stoplamp now illuminate?**	**Yes** GO to N7 . **No** REPAIR circuit 31S-LG14 (BK/OG) or 31S-LG21 (BK/GN) as necessary. TEST the system for normal operation.
N4 CHECK FOR POWER TO THE HIGH MOUNTED STOPLAMP	
• Key in OFF position. • Disconnect: High Mounted Stoplamp C302. • Measure the voltage between high mounted stoplamp C302-3, circuit 29S-LG6A (OG/YE), harness side and ground.  A0057534 • **Is the voltage greater than 10 volts?**	**Yes** RECONNECT the high mounted stoplamp. GO to N5 . **No** REPAIR circuit 29S-LG6A (OG/YE) or 29S-LG6 (OG/YE) as necessary. TEST the system for normal operation.
N5 CHECK THE REAR ELECTRONIC MODULE (REM) (HIGH MOUNTED STOPLAMP)	
• Disconnect: REM C420e. • **NOTE:** If the fuse in the jumper wire fails, repair the circuit for short to power. • Connect a fused (5A) jumper wire between the REM C420e-17 (high mounted stoplamp), circuit 31S-LG6 (BK/YE), harness side and ground.  A0057535 • **Does the high mounted stoplamp now illuminate?**	**Yes** GO to N7 . **No** LEAVE the jumper wire connected. GO to N6 .

N6 CHECK CIRCUITS 31S-LG6 (BK/YE) AND 31S-LG6A (BK/YE) FOR AN OPEN	
• Disconnect: High Mounted Stoplamp C302. • Measure the resistance between the high mounted stoplamp C302-1, circuit 31S-LG6A (BK/YE), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new high mounted stoplamp. REFER to High Mounted Stoplamp in this section. TEST the system for normal operation. **No** REPAIR the circuit. TEST the system for normal operation.
N7 CHECK FOR REM OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test O: The Stoplamps Are On Continuously

Normal Operation Vehicles Equipped Without Interactive Vehicle Dynamics (IVD)

Each stoplamp is supplied battery voltage independently. The stoplamp ground circuits are independently controlled by the rear electronic module (REM). When the brake pedal is pressed, the BPP switch allows voltage to flow through to circuit 29S-CF1 (OG/YE). Circuit 29S-CF1 (OG/YE) is spliced to carry the voltage to the anti-lock brake system (ABS) module, the powertrain control module (PCM) and the rear electronic module (REM). Voltage to the REM (from the BPP switch) after the splice is carried through circuit 29S-DK30 (OG). When the REM receives voltage from the BPP switch, the REM grounds circuits 31S-LG6 (BK/YE) (high mounted stoplamp), 31S-LG14 (BK/OG) (LH stoplamp) and 31S-LG21 (BK/GN) (RH stoplamp) to illuminate the stoplamps. The electric parking brake can also trigger the stoplamps by communicating to the REM (via the SCP link) that the parking brake has been actuated while the vehicle is moving.

Normal Operation Vehicles Equipped With IVD

Each stoplamp is supplied battery voltage independently. The stoplamp ground circuits are independently controlled by the rear electronic module (REM). When the brake pedal is pressed, the BPP switch allows voltage to flow through circuit 29S-CF1 (OG/YE) to the IVD module. The IVD module then sends voltage through circuit 29S-CF2 (OG/BU), which is spliced to carry the voltage to the powertrain control module (PCM) and the rear electronic module (REM). Voltage to the REM (from the IVD module) after the splice is carried through circuit 29S-DK30 (OG). When the REM receives voltage from the IVD module, the REM grounds circuits 31S-LG6 (BK/YE) (high mounted stoplamp), 31S-LG14 (BK/OG) (LH stoplamp) and 31S-LG21 (BK/GN) (RH stoplamp) to illuminate the stoplamps. The electric parking brake can also trigger the stoplamps by communicating to the REM (via the SCP link) that the parking brake has been actuated

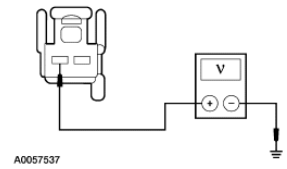
while the vehicle is moving.

Possible Causes

- circuit 29S-CF1 (OG/YE) short to power
- circuit 29S-CF2 (OG/BU) short to power
- circuit 29S-CF58 (OG/GN) short to power
- circuit 29S-DK30 (OG) short to power
- circuit 29S-RE13 (OG) short to power
- circuit 31S-LG6 (BK/YE) short to ground
- circuit 31S-LG6A (BK/YE) short to ground
- circuit 31S-LG14 (BK/OG) short to ground
- circuit 31S-LG21 (BK/GN) short to ground
- BPP switch
- IVD module
- ABS module
- PCM
- REM
- electric parking brake module

PINPOINT TEST O: THE STOPLAMPS ARE ON CONTINUOUSLY

Test Step	Result / Action to Take
O1 DETERMINE THE ALWAYS ON STOPLAMPS	
• Observe the stoplamps. • **Are all the stoplamps illuminated?**	**Yes** GO to O3 . **No** GO to O2 .
O2 CHECK THE CONTROL GROUND CIRCUIT FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: REM C420e. • **Does the lamp continue to illuminate?**	**Yes** For the high mounted stoplamp, REPAIR circuit 31S-LG6 (BK/YE) or 31S-LG6A (BK/YE) as necessary. TEST the system for normal operation. For the LH stoplamp, REPAIR circuit 31S-LG14 (BK/OG). TEST the system for normal operation. For the RH stoplamp, REPAIR circuit 31S-LG21 (BK/GN) or 31S-LG14 (BK/OG) as necessary. TEST the system for normal operation. **No** GO to O10 .
O3 CHECK THE BPP SWITCH	
• Key in OFF position. • Disconnect: BPP Switch C278.	**Yes** If equipped with IVD, GO to O4 . If not equipped with IVD, GO to O6 .

• **Do the stoplamps continue to illuminate?**	**No** INSTALL a new BPP switch. REFER to Brake Pedal Position (BPP) Switch in this section. CLEAR the DTCs. TEST the system for normal operation.
O4 CHECK THE IVD MODULE	
• Disconnect: IVD Module C155. • **Do the stoplamps continue to illuminate?**	**Yes** GO to O6 . **No** GO to O5 .
O5 CHECK CIRCUIT 29S-CF1 (OG/YE) FOR SHORT TO POWER	
• Measure the voltage between the BPP switch C278-2, circuit 29S-CF1 (OG/YE), harness side and ground.  • **Is any voltage present?**	**Yes** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation. **No** GO to O11 .
O6 CHECK THE ABS MODULE	
• Disconnect: ABS Module C135. • **Do the stoplamps continue to illuminate?**	**Yes** GO to O7 . **No** GO to O12 .
O7 CHECK THE ELECTRIC PARKING BRAKE MODULE	
• Disconnect: Electric Parking Brake Module C4206. • **Do the stoplamps continue to illuminate?**	**Yes** GO to O8 . **No** GO to O13 .
O8 CHECK THE PCM	
• Disconnect: PCM C175a. • **Do the stoplamps continue to illuminate?**	**Yes** GO to O9 . **No** GO to O14 .
O9 CHECK THE REM	
• Disconnect: REM C420b. • **Do the stoplamps continue to illuminate?**	**Yes** REPAIR circuit 29S-DK30 (OG), 29S-CF1 (OG/YE), 29S-CF2 (OG/BU), 29S-CF58 (OG/GN) or 29S-RE13 (OG) as necessary. CLEAR the DTCs. TEST the system for normal operation.

	No GO to O10 .
O10 CHECK FOR REM OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

O11 CHECK FOR IVD MODULE OPERATION	

• Key in OFF position.
• Disconnect all IVD module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all IVD module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new IVD module. REFER to Section 206-09 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

O12 CHECK FOR ABS MODULE OPERATION	

• Key in OFF position.
• Disconnect all ABS module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all ABS module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ABS module. REFER to Section 206-09 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

O13 CHECK FOR ELECTRIC PARKING BRAKE MODULE OPERATION	

• Key in OFF position.
• Disconnect all electric parking brake module connectors.
• Check for:
  • corrosion
  • pushed-out pins
	Yes
	INSTALL a new electric parking brake module. REFER to Section 206-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern

• Connect all electric parking brake module connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	may have been caused by a loose or corroded connector. REPEAT the self-test.
O14 CHECK FOR PCM OPERATION	

• Key in OFF position.
• Disconnect all PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Turn Signal and Hazard Lamps Printable View (130 KB)

Refer to Wiring Diagrams Cell 90 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Multifunction switch	• Battery junction box (BJB) fuses: ♦ 2 (10A) (RH rear turn signal lamp) ♦ 6 (10A) (LH rear turn signal lamp) • Central junction box (CJB) fuses: ♦ 8 (5A) (RH front parking/turn lamp) ♦ 10 (5A) (LH front parking/turn lamp) • Circuitry • Bulbs • Front electronic module (FEM) • Rear electronic module (REM) • Instrument cluster

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

NOTE: Make sure the headlamp switch is in the OFF position.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for FEM, refer to Section 418-00 .
   - No response/not equipped for REM, refer to Section 418-00 .
   - No response/not equipped for instrument cluster, refer to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the FEM.

7. If the DTCs retrieved are related to the concern, go to the Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index, Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index or Instrument Cluster Diagnostic Trouble Code (DTC) Index.

8. If multiple symptoms exist, check the Switched System Power (SSP) Relay Index before proceeding to the next step. Refer to Headlamps in this section.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

NOTE: For a complete master list of DTCs, refer to Section 418-00 .

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	FEM	CLEAR the DTCs. RETRIEVE the DTCs. If DTC B1342 is retrieved, INSTALL a new FEM. REFER to Section 418-00 .
B1499	Lamp Turn Signal Left Circuit Failure	FEM	If inoperative, Go To Pinpoint Test Q . If always on, Go To Pinpoint Test R .
B1501	Lamp Turn Signal Left Circuit Short to Battery	FEM	Go To Pinpoint Test Q .
B1503	Lamp Turn Signal Right Circuit Failure	FEM	If inoperative, Go To Pinpoint Test Q . If always on, Go To Pinpoint Test R .
B1505	Lamp Turn Signal Right Circuit Short to Battery	FEM	Go To Pinpoint Test Q .

Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	REM	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster self-test. INSTALL a new REM if DTC B1342 is retrieved again. REFER to Section 418-00 .
B1499	Lamp Turn Signal Left Circuit Failure	REM	If inoperative, Go To Pinpoint Test Q . If always on, Go To Pinpoint Test R .
B1501	Lamp Turn Signal Left Circuit Short to Battery	REM	Go To Pinpoint Test Q .
B1503	Lamp Turn Signal Right Circuit Failure	REM	If inoperative, Go To Pinpoint Test Q . If always on, Go To Pinpoint Test R .
B1505	Lamp Turn Signal Right Circuit Short to Battery	REM	Go To Pinpoint Test Q .

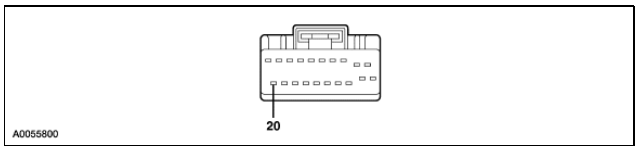
Instrument Cluster Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	Instrument cluster	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster Self-Test. INSTALL a new instrument cluster if DTC B1342 is retrieved again. REFER to Section 413-00 .
B1875	Turn Signal/Hazard Switch Signal Circuit Failure	Instrument cluster	Go To Pinpoint Test S

Symptom Chart

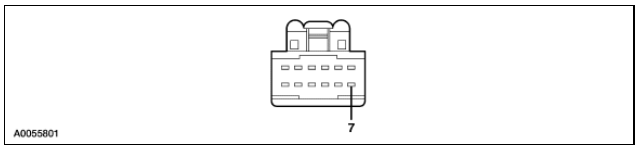
Symptom Chart
Connector Circuit Reference

Instrument Cluster C220b



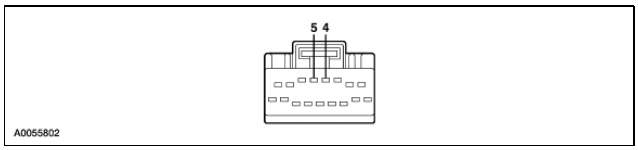
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
20	8-LG43 (WH/VT) multifunction switch signal output circuit	0 voltage, less than 5 ohms between the instrument cluster and the multifunction switch. Greater than 10,000 ohms between the instrument cluster and ground.

Multifunction Switch C202



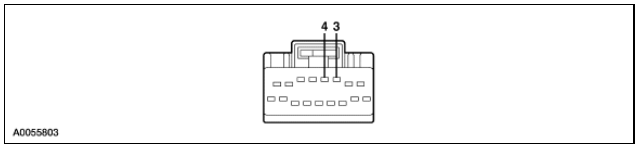
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	8-LG43 (WH/VT) multifunction switch signal output circuit	Less than 5 ohms between the multifunction switch and the instrument cluster. Greater than 10,000 ohms between the instrument cluster and ground.

FEM C201a



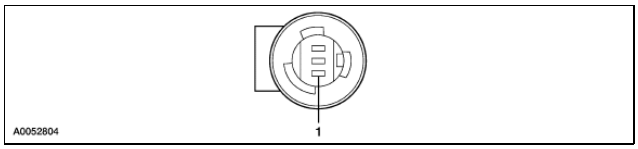
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	31S-LG18 (BK/YE) RH front turn signal lamp control ground circuit	Less than 5 ohms between the FEM and the RH front turn signal lamp. Greater than 10 volts with the ignition switch ON.
5	31S-LG11 (BK/WH) LH front turn signal lamp control ground circuit	Less than 5 ohms between the FEM and the LH front turn signal lamp. Greater than 10 volts with the ignition switch ON.

REM C420e



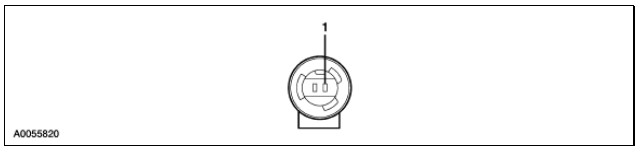
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	31S-LG12 (BK/YE) LH rear turn signal lamp control ground circuit	Less than 5 ohms between the REM and the LH rear turn signal lamp. Greater than 10 volts with the ignition switch ON.
4	31S-LG19 (BK/BU) RH rear turn signal lamp control ground circuit	Less than 5 ohms between the REM and the RH rear turn signal lamp. Greater than 10 volts with the ignition switch ON.

LH Front Turn Signal Lamp C1023, RH Front Turn Signal Lamp C1043



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-LF16 (OG/GN) switched B+ circuit	Greater than 10 volts with the ignition switch ON.

LH Rear Turn Signal Lamp C413, RH Rear Turn Signal Lamp C416



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-LG12 (OG/YE) switched B+ circuit	Greater than 10 volts with the ignition switch ON.

Pinpoint Test P: The Turn Signal Lamps Are Inoperative

Normal Operation

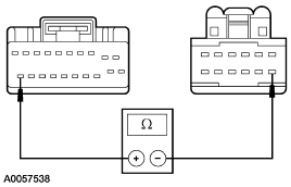
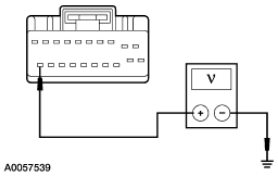
The instrument cluster sends out a voltage reference signal through circuit 8-LG43 (WH/VT) to the multifunction switch. The return signal is carried through circuit 9-LG43 (BN/WH) (shared with the high beam circuit) back to the instrument cluster. When the multifunction switch is placed in the RH or LH turn positions, the voltage signal sent by the instrument cluster passes through a resistor within the multifunction switch (specific to LH and RH turn positions) before returning to instrument cluster.

Possible Causes

- circuit 8-LG43 (WH/VT) open or short to power
- multifunction switch
- instrument cluster

PINPOINT TEST P: THE TURN SIGNAL LAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
P1 CHECK THE HIGH BEAM OPERATION	
• Key in ON position. • Turn the headlamp switch to the headlamps ON position. • Place the multifunction switch in the high beam position. • **Do the high beams operate correctly?**	**Yes** TURN the headlamp switch OFF. GO to P2 . **No** Go To Pinpoint Test B to diagnose the high beams.

P2 CHECK THE MULTIFUNCTION SWITCH OUTPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster turn signal status PID while placing the multifunction switch in the RH and then LH turn positions. • **Does the PID match with the multifunction switch positions?**	**Yes** GO to P6 . **No** GO to P3 .
P3 CHECK THE MULTIFUNCTION SWITCH	
• Key in OFF position. • Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the multifunction switch OK?**	**Yes** GO to P4 . **No** INSTALL a new multifunction switch. REFER to Section 211-00 . TEST the system for normal operation.
P4 CHECK CIRCUIT 8-LG43 (WH/VT) FOR AN OPEN	
• Disconnect: Instrument Cluster C220b. • Measure the resistance between the instrument cluster C220b-20, circuit 8-LG43 (WH/VT), harness side and the multifunction switch C202-7, circuit 8-LG43 (WH/VT), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to P5 . **No** REPAIR the circuit. TEST the system for normal operation.
P5 CHECK CIRCUIT 8-LG43 (WH/VT) FOR SHORT TO POWER	
• Key in ON position. • Measure the voltage between the instrument cluster C220b-20, circuit 8-LG43 (WH/VT), harness side and ground.  • **Is any voltage present?**	**Yes** GO to P6 . **No** REPAIR the circuit. TEST the system for normal operation.

P6 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test Q: One Turn Signal Lamp Is Inoperative

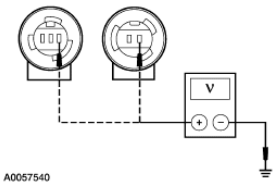
Normal Operation

Power is supplied from the central junction box (CJB) to the LH front turn signal lamp through circuits 29S-LF3 (OG/YE) and 29S-LF7 (OG/BU). The ground for the LH front turn signal lamp is passed through circuit 31S-LG18 (BK/YE) and then through circuit 31S-LG11 (BK/WH) to the front electronic module (FEM). Power is supplied from the CJB to the RH front turn signal lamp through circuits 29S-LF4 (OG/BU) and 29S-LF16 (OG/GN). The ground for the RH front turn signal lamp is passed through circuit 31S-LG18 (BK/YE) to the FEM. Power is supplied from the battery junction box (BJB) to the LH rear turn signal lamp through circuits 29S-LG1 (OG/YE) and 29S-LG12 (OG/YE). The ground for the LH rear turn signal lamp is passed through circuit 31S-LG12 (BK/YE) to the rear electronic module (REM). Power is supplied from the BJB to the RH rear turn signal lamp through circuits 29S-LG2 (OG/BU), 29S-LG19 (OG/BU) and 29S-LG12 (OG/YE). The ground for the RH rear turn signal lamp is passed through circuit 31S-LG12 (BK/YE) and then through circuit 31S-LG19 (BK/BU) to the REM. The FEM and REM individually control the ground circuits for the turn signal lamps. The timed on/off cycle is determined in the instrument cluster programming and is set to flash approximately 80 times per minute if both the front and rear turn signal lamps are good. If only one turn signal lamp is good, the instrument cluster will flash the remaining working turn signal lamp(s) approximately 160 times per minute.

Possible Causes

- circuit 29S-LF3 (OG/YE) open
- circuit 29S-LF7 (OG/BU) open
- circuit 31S-LG18 (BK/YE) open or short to power
- circuit 31S-LG11 (BK/WH) open or short to power
- circuit 29S-LF4 (OG/BU) open
- circuit 29S-LF16 (OG/GN) open
- circuit 29S-LG1 (OG/YE) open
- circuit 29S-LG12 (OG/YE) open
- circuit 31S-LG12 (BK/YE) open or short to power
- circuit 29S-LG2 (OG/BU) open
- circuit 29S-LG19 (OG/BU) open
- circuit 31S-LG19 (BK/BU) open or short to power
- FEM
- REM

PINPOINT TEST Q: ONE TURN SIGNAL LAMP IS INOPERATIVE

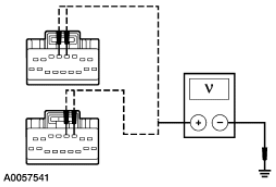
<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>Q1 CHECK THE POWER SUPPLY TO THE TURN SIGNAL LAMP</td><td></td></tr>
<tr><td>
• Key in OFF position.
• Disconnect: Inoperative Turn Signal Lamp.
• Key in ON position.
• Measure the voltage between the inoperative lamp and ground as follows:
<table>
<tr><th>Inoperative Turn Signal Lamp Connector-Pin</th><th>Circuit</th></tr>
<tr><td>LH front parking/turn signal lamp C1023-1</td><td>29S-LF16 (OG/GN)</td></tr>
<tr><td>RH front parking/turn signal lamp C1043-1</td><td>29S-LF16 (OG/GN)</td></tr>
<tr><td>LH rear turn signal lamp C413-1</td><td>29S-LG12 (OG/YE)</td></tr>
<tr><td>RH rear signal lamp C416-1</td><td>29S-LG12 (OG/YE)</td></tr>
</table>


• Is the voltage greater than 10 volts?
</td><td>Yes
GO to Q2 .

No
REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.</td></tr>
<tr><td>Q2 CHECK THE CONTROL GROUND CIRCUIT FOR SHORT TO POWER</td><td></td></tr>
<tr><td>
• Key in OFF position.
• Disconnect: FEM C201a or REM C420e.
• Measure the voltage between the FEM or REM and ground as follows:
<table>
<tr><th>Inoperative Turn Signal Lamp</th><th>FEM or REM Connector</th><th>Circuit</th></tr>
<tr><td>LH front parking/turn signal lamp</td><td>FEM C201a-5</td><td>31S-LG11 (BK/WH)</td></tr>
<tr><td></td><td>FEM C201a-4</td><td></td></tr>
</table>
</td><td>Yes
REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.

No
GO to Q3 .</td></tr>
</table>

RH front parking/turn signal lamp		31S-LG18 (BK/YE)
LH rear turn signal lamp	REM C420e-3	31S-LG12 (BK/YE)
RH rear turn signal lamp	REM C420e-4	31S-LG19 (BK/BU)

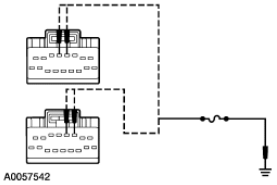


- **Is any voltage present?**

Q3 CHECK THE CONTROL GROUND CIRCUIT FOR AN OPEN

- Connect: Inoperative Turn Signal Lamp.
- Key in ON position.
- Connect a fused (5A) jumper wire between the FEM or REM and ground as follows:

Inoperative Turn Signal Lamp	FEM or REM Connector	Circuit
LH front parking/turn signal lamp	FEM C201a-5	31S-LG11 (BK/WH)
RH front parking/turn signal lamp	FEM C201a-4	31S-LG18 (BK/YE)
LH rear turn signal lamp	REM C420e-3	31S-LG12 (BK/YE)
RH rear turn signal lamp	REM C420e-4	31S-LG19 (BK/BU)



- **Does the inoperative lamp now illuminate?**

Yes
For the front turn signal lamp, GO to Q4 .

For the rear turn signal lamp, GO to Q5 .

No
REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.

Q4 CHECK FOR FEM OPERATION

- Key in OFF position.
- Disconnect all FEM connectors.

Yes
INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal

• Check for: • corrosion • pushed-out pins • Connect all FEM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.
Q5 CHECK FOR REM OPERATION	
• Key in OFF position. • Disconnect all REM connectors. • Check for: • corrosion • pushed-out pins • Connect all REM connectors and make sure they seat correctly. • Operate the system and verify the concern is still present. • **Is the concern still present?**	**Yes** INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test R: One Turn Signal Lamp Is Always On

Normal Operation

Power is supplied from the central junction box (CJB) to the LH front turn signal lamp through circuits 29S-LF3 (OG/YE) and 29S-LF7 (OG/BU). The ground for the LH front turn signal lamp is passed through circuit 31S-LG18 (BK/YE) and then through circuit 31S-LG11 (BK/WH) to the front electronic module (FEM). Power is supplied from the CJB to the RF turn signal lamp through circuits 29S-LF4 (OG/BU) and 29S-LF16 (OG/GN). The ground for the RH front turn signal lamp is passed through circuit 31S-LG18 (BK/YE) to the FEM. Power is supplied from the battery junction box (BJB) to the LH rear turn signal lamp through circuits 29S-LG1 (OG/YE) and 29S-LG12 (OG/YE). The ground for the LH rear turn signal lamp is passed through circuit 31S-LG12 (BK/YE) to the rear electronic module (REM). Power is supplied from the BJB to the RH rear turn signal lamp through circuits 29S-LG2 (OG/BU), 29S-LG19 (OG/BU) and 29S-LG12 (OG/YE). The ground for the RH rear turn signal lamp is passed through circuit 31S-LG12 (BK/YE) and then through circuit 31S-LG19 (BK/BU) to the REM. The FEM and REM individually control the ground circuits for the turn signal lamps. The timed on/off cycle is determined in the instrument cluster programming and is set to flash approximately 80 times per minute if both the front and rear turn signal lamps are good. If only one turn signal lamp is good, the instrument cluster will flash the remaining working turn signal lamp(s) approximately 160 times per minute.

Possible Causes

- circuit 31S-LG18 (BK/YE) short to ground
- circuit 31S-LG11 (BK/WH) short to ground
- circuit 31S-LG12 (BK/YE) short to ground
- circuit 31S-LG19 (BK/BU) short to ground
- FEM
- REM

PINPOINT TEST R: ONE TURN SIGNAL LAMP IS ALWAYS ON

Test Step	Result / Action to Take
R1 CHECK THE CONTROL GROUND CIRCUIT FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: FEM C201a or REM C420e. • Key in ON position. • Observe the turn signal lamp after disconnecting the FEM (front turn signal lamp always on) or REM (rear turn signal lamp always on). • **Does the lamp continue to illuminate?**	**Yes** REPAIR the control ground circuit in question. CLEAR the DTCs. TEST the system for normal operation. **No** If front turn signal lamp, GO to R2 . If rear turn signal lamp, GO to R3 .
R2 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

R3 CHECK FOR REM OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test S: The Hazard Lamps Are Always On

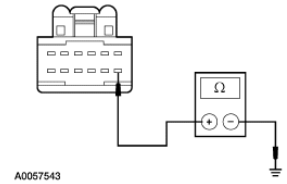
Normal Operation

The instrument cluster sends out a voltage reference signal through circuit 8-LG43 (WH/VT) to the multifunction switch. The return signal is carried through circuit 9-LG43 (BN/WH) (shared with the high beam circuit) back to the instrument cluster. When the hazard switch is engaged, the voltage signal sent by the instrument cluster passes directly through the multifunction switch and returns to the instrument cluster.

Possible Causes

- circuit 8-LG43 (WH/VT) short to ground
- multifunction switch
- instrument cluster

PINPOINT TEST S: THE HAZARD LAMPS ARE ALWAYS ON

Test Step	Result / Action to Take
S1 CHECK THE MULTIFUNCTION SWITCH	
• Key in OFF position. • Disconnect: Multifunction Switch C202. • Carry out the multifunction switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the multifunction switch OK?**	**Yes** GO to S2 . **No** INSTALL a new multifunction switch. REFER to Section 211-00 . CLEAR the DTCs. TEST the system for normal operation.
S2 CHECK CIRCUIT 8-LG43 (WH/VT) FOR SHORT TO GROUND	
• Disconnect: Instrument Cluster C220b. • Measure the resistance between the multifunction switch C202-7, circuit 8-LG43 (WH/VT), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit. CLEAR the DTCs. TEST the system for normal operation. **No** GO to S3 .
S3 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Parking, Rear and License Lamps Printable View (125 KB)

Refer to Wiring Diagrams Cell 92 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Headlamp switch	• Battery junction box (BJB) fuses: ♦ 2 (10A) (license plate lamps) ♦ 3 (5A) (LH rear parking lamp) ♦ 7 (5A) (RH rear parking lamp) • Central junction box (CJB) fuses: ♦ 8 (5A) (RH front side marker and parking lamp) ♦ 10 (5A) (LH front side marker and parking lamp) • Circuitry • Bulbs • Front electronic module (FEM) • Rear electronic module (REM) • Instrument cluster

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

NOTE: Make sure the headlamp switch is in the OFF position.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for FEM, refer to Section 418-00 .
   - No reponse/not equipped for REM, refer to Section 418-00 .
   - No response/not equipped for instrument cluster, refer to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the FEM.

7. If the DTCs retrieved are related to the concern, go to Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index, Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index or Instrument Cluster Diagnostic Trouble Code (DTC) Index.

8. If multiple symptoms exist, check the Switched System Power (SSP) Relay Index before proceeding to the next step. Refer to Headlamps in this section.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

NOTE: For a complete master list of DTCs, refer to Section 418-00 .

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	FEM	CLEAR the DTCs. RETRIEVE the DTCs. If DTC B1342 is retrieved, INSTALL a new FEM. REFER to Section 418-00 .

Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	REM	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster self-test. INSTALL a new REM if DTC B1342 is retrieved again. REFER to Section 418-00 .

Instrument Cluster Diagnostic Trouble Code (DTC) Index

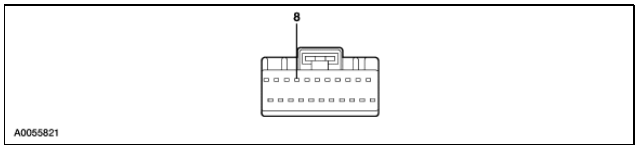
DTC	Description	Source	Action
B1342	ECU Is Defective	Instrument cluster	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster Self-Test. INSTALL a new instrument cluster if DTC B1342 is retrieved again. REFER to Section 413-00 .
B1470	Lamp Headlamp Input Circuit Failure	Instrument cluster	Go To Pinpoint Test E .

Symptom Chart

Symptom Chart

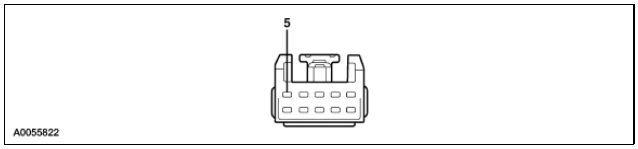
Connector Circuit Reference

Instrument Cluster C220c



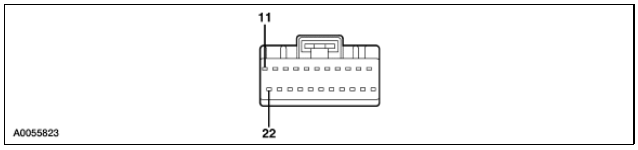
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	8-LF14 (WH/BU) instrument cluster parking lamps input signal	0 voltage, less than 5 ohms between the instrument cluster and the headlamp switch.

Headlamp Switch C205



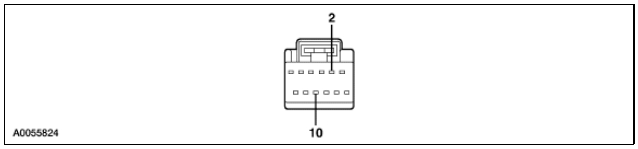
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	8-LF14 (WH/BU) instrument cluster parking lamps input signal	Less than 5 ohms between the headlamp switch and headlamp switch. Greater than 10,000 ohms between the headlamp switch and ground

FEM C201b



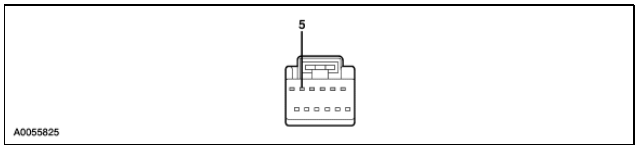
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	31S-LF17 (BK/WH) RH front side marker lamp control ground circuit	Less than 5 ohms between the FEM and the RH front side marker lamp. Greater than 10 volts with the ignition ON.
22	31S-LF8 (BK/OG) LH front side marker lamp control ground circuit	Less than 5 ohms between the FEM and the LH front side marker lamp. Greater than 10 volts with the ignition ON.

FEM C201c



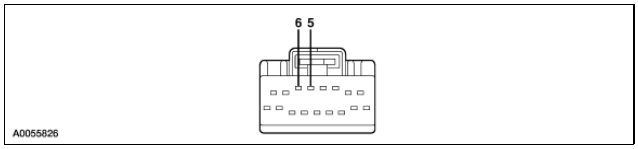
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	31S-LF7 (BK/BU) LH front parking lamp control ground circuit	Less than 5 ohms between the FEM and the LH parking marker lamp. Greater than 10 volts with the ignition ON.
10	31S-LF16 (BK/RD) RH front parking lamp control ground circuit	Less than 5 ohms between the FEM and the RH front parking lamp. Greater than 10 volts with the ignition ON.

REM C420a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	31S-LF12 (BK/GN) license lamps control ground circuit	Less than 5 ohms between the REM and the license lamps. Greater than 10 volts with the ignition ON.

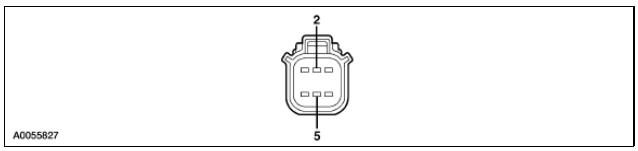
REM C420e



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5		

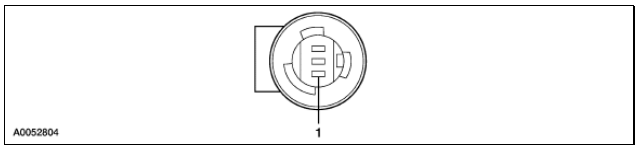
	31S-LF20 (BK/OG) RH rear parking lamp control ground circuit	Less than 5 ohms between the FEM and the RH rear parking lamp. Greater than 10 volts with the ignition ON.
6	31S-LF11 (BK/WH) LH rear parking lamp control ground circuit	Less than 5 ohms between the FEM and the LH rear parking lamp. Greater than 10 volts with the ignition ON.

LH Headlamp C1021, RH Headlamp C1041



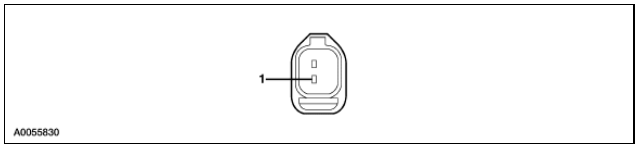
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2 (C1021)	29S-LF8 (OG) switched B+ supply circuit	Greater than 10 volts with the ignition ON.
5 (C1021)	31S-LF8 (BK/OG) side marker control ground circuit	0 voltage, less than 5 ohms between the headlamp and the FEM. Greater than 10,000 ohms between the headlamp and ground.
2 (C1041)	29S-LF17 (OG/WH) switched B+ supply circuit	Greater than 10 volts with the ignition ON.
5 (C1041)	31S-LF17 (BK/WH) side marker control ground circuit	0 voltage, less than 5 ohms between the headlamp and the FEM. Greater than 10,000 ohms between the headlamp and ground.

LH Front Parking/Turn Lamp C1023, RH Front Parking/Turn Lamp C1043, LH Rear Parking Lamp C414, RH Rear Parking Lamp C417



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C1023, C1043)	29S-LF16 (OG/GN) switched B+ supply circuit	Greater than 10 volts with the ignition ON.
1 (C414, C417)	29S-LF23 (OG) switched B+ supply circuit	Greater than 10 volts with the ignition ON.

LH License Lamp C452, RH License Lamp C462



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C452)	29S-LF21 (OG/BK) switched B+ supply circuit	Greater than 10 volts with the ignition switch ON.
1 (C462)	29S-LF22 (OG/BK) switched B+ supply circuit	Greater than 10 volts with the ignition switch ON.

Pinpoint Test T: The Exterior Lamps Are Inoperative

Normal Operation

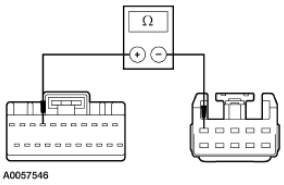
The instrument cluster monitors the headlamp switch position by sending out voltage reference signals to the headlamp switch. If a problem is detected with the circuits to the headlamp switch, the instrument cluster will default the headlamps and parking lamps on. When the headlamp switch is in the parking lamps ON position, the instrument cluster sends a signal to the front electronic module (FEM) and the rear electronic module (REM) to illuminate the parking lamps.

Possible Causes

- circuit 8-LF14 (WH/BU) open
- headlamp switch
- instrument cluster

PINPOINT TEST T: THE EXTERIOR LAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
T1 CHECK THE HEADLAMP SWITCH OUTPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster headlamp switch status PID while rotating the knob to the parking lamps ON position. • **Does the PID match with the headlamp switch position?**	**Yes** GO to T4 . **No** GO to T2 .
T2 CHECK THE HEADLAMP SWITCH	
• Key in OFF position. • Disconnect: Headlamp Switch C205. • Carry out the headlamp switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the headlamp switch OK?**	**Yes** GO to T3 . **No** INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. TEST the system for normal operation.
T3 CHECK CIRCUIT 8-LF14 (WH/BU) FOR AN OPEN	

• Disconnect: Instrument Cluster C220c. • Measure the resistance between the instrument cluster C220c-8, circuit 8-LF14 (WH/BU), harness side and the headlamp switch C205-5, circuit 8-LF14 (WH/BU), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to T4 . **No** REPAIR the circuit. TEST the system for normal operation.
T4 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test U: One Or More Parking, Rear Or License Lamp Is Inoperative

Normal Operation

Power is supplied to the LH front side marker and parking lamp through circuits 29S-LF3 (OG/YE), 29S-LF7 (OG/BU), 29S-LF8 (OG) and 29S-LF16 (OG/GN). Ground for the LH front side marker flows through circuit 31S-LF8 (BK/OG) to the front electronic module (FEM). Ground for the LH front parking lamp flows through circuit 31S-LF16 (BK/RD) and then through circuit 31S-LF7 (BK/BU) to the FEM. Power is supplied to the RH front side marker and parking lamp through circuits 29S-LF4 (OG/BU), 29S-LF17 (OG/WH) and 29S-LF16 (OG/GN). Ground for the RH front side marker flows through circuit 31S-LF17 (BK/WH) to the FEM. Ground for the RH front parking lamp flows through circuit 31S-LF16 (BK/RD) to the FEM. Power is supplied to the LH rear parking lamp through circuit 29S-LF23 (OG). Ground for the LH rear parking lamp flows through circuit 31S-LF11 (BK/WH) to the rear electronic module (REM). Power is supplied to the RH rear parking lamp through circuits 29S-LF24 (OG/BK), and 29S-LF23 (OG). Ground for the RH rear parking lamp flows through circuit 31S-LF11 (BK/WH) and then circuit 31S-LF20 (BK/OG) to the REM. Power is supplied to the license lamps through circuits 29S-LG2 (OG/BU), 29S-LF12 (OG/BK), 29S-LF21 (OG/BK) and 29S-LF22 (OG/BK). Ground for the license lamps flows through circuits 31S-LF21 (BK/GN) and 31S-LF22 (BK/GN) and then through circuit 31S-LF12 (BK/GN) to the REM. The FEM and REM control the ground circuits individually for the lamps (the license lamps share a common ground controlled circuit at the REM).

Possible Causes

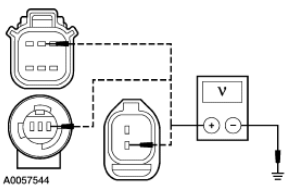
- circuit 29S-LF8 (OG) open
- circuit 29S-LF16 (OG/GN) open
- circuit 31S-LF8 (BK/OG) open or short to power
- circuit 31S-LF16 (BK/RD) open or short to power
- circuit 31S-LF7 (BK/BU) open or short to power

- circuit 29S-LF17 (OG/WH) open
- circuit 31S-LF17 (BK/WH) open or short to power
- circuit 29S-LF23 (OG) open
- circuit 31S-LF11 (BK/WH) open or short to power
- circuit 31S-LF20 (BK/OG) open or short to power
- circuit 29S-LF21 (OG/BK) open
- circuit 29S-LF22 (OG/BK) open
- circuit 31S-LF12 (BK/GN) open or short to power
- REM
- FEM
- Headlamp

PINPOINT TEST U: ONE OR MORE PARKING, REAR OR LICENSE LAMPS ARE INOPERATIVE

<table>
<tr><th>Test Step</th><th>Result / Action to Take</th></tr>
<tr><td>U1 CHECK FOR VOLTAGE TO THE INOPERATIVE LAMP(S)</td><td></td></tr>
<tr><td>

Key in OFF position.
Disconnect: Inoperative Lamp.
Key in ON position.
Measure the voltage between the inoperative lamp and ground as follows:

<table>
<tr><th>Inoperative Lamp</th><th>Connector-Pin</th><th>Circuit</th></tr>
<tr><td>LH front side marker</td><td>Headlamp C1021-2</td><td>29S-LF8 (OG)</td></tr>
<tr><td>RH front side marker</td><td>Headlamp C1041-2</td><td>29S-LF17 (OG/WH)</td></tr>
<tr><td>LH front parking/turn signal lamp</td><td>C1023-1</td><td>29S-LF16 (OG/GN)</td></tr>
<tr><td>RH front parking/turn signal lamp</td><td>C1043-1</td><td>29S-LF16 (OG/GN)</td></tr>
<tr><td>LH rear combination lamp</td><td>C414-1</td><td>29S-LF23 (OG)</td></tr>
<tr><td>RH rear combination lamp</td><td>C417-1</td><td>29S-LF23 (OG)</td></tr>
<tr><td>LH license plate lamp</td><td>C452-1</td><td>29S-LF21 (OG/BK)</td></tr>
<tr><td>RH license plate lamp</td><td>C462-1</td><td>29S-LF22 (OG/BK)</td></tr>
</table>


Is the voltage greater than 10 volts?

</td><td>Yes
GO to U2 .

No
REPAIR the power supply circuit as necessary. TEST the system for normal operation.</td></tr>
</table>

U2 CHECK THE CONTROL GROUND CIRCUIT FOR SHORT TO POWER

- Key in OFF position.
- Disconnect: FEM C201b or C201c.
- Disconnect: REM C420a or C420e.
- Key in ON position.
- Measure the voltage between the FEM or REM as follows:

Inoperative Lamp	Connector-Pin	Circuit
LH front side marker	FEM C201b-22	31S-LF8 (BK/OG)
RH front side marker	FEM C201b-11	31S-LF17 (BK/WH)
LH front parking/turn signal lamp	FEM C201c-2	31S-LF7 (BK/BU)
RH front parking/turn signal lamp	FEM C201c-10	31S-LF16 (BK/RD)
LH rear combination lamp	REM C420e-6	31S-LF11 (BK/WH)
RH rear combination lamp	REM C420e-5	31S-LF20 (BK/OG)
NOTE: Both license lamps must be disconnected for correct test results. LH and RH license plate lamp	REM C420a-5	31S-LF12 (BK/GN)

- **Is any voltage present?**

Yes
REPAIR the control ground circuit as necessary. TEST the system for normal operation.

No
GO to U3 .

U3 CHECK THE CONTROL GROUND CIRCUIT FOR AN OPEN

- Connect: Inoperative Lamp(s).
- Connect a fused (5A) jumper wire between the FEM or REM and ground as follows:

Inoperative Lamp	Connector-Pin	Circuit
LH front side marker	FEM C201b-22	31S-LF8 (BK/OG)
RH front side marker	FEM C201b-11	31S-LF17 (BK/WH)
LH front parking/turn signal lamp	FEM C201c-2	31S-LF7 (BK/BU)
RH front parking/turn signal lamp	FEM C201c-10	31S-LF16 (BK/RD)

Yes
For the front parking or side marker lamp, GO to U5 .

For the rear parking lamp, GO to U6 .

No
For the front side marker, LEAVE the jumper wire connected. GO to U4 .

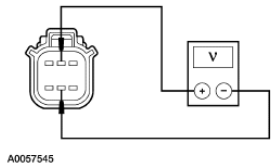
All others, REPAIR the control ground circuit as necessary. TEST the system for normal operation.

LH rear combination lamp	REM C420e-6	31S-LF11 (BK/WH)
RH rear combination lamp	REM C420e-5	31S-LF20 (BK/OG)
LH and RH license plate lamp	REM C420a-5	31S-LF12 (BK/GN)

- **Does the inoperative lamp now illuminate?**

U4 CHECK THE SIDE MARKER LAMP

- Disconnect: LH Headlamp C1021 or RH Headlamp C1041.
- Measure the voltage between the LH headlamp C1021-2, circuit 29S-LF8 (OG), harness side and the LH headlamp C1021-5, circuit 31S-LF8 (BK/OG), harness side; or between the RH headlamp C1041-2, circuit 29S-LF17 (OG/WH), harness side and the RH headlamp C1041-5, circuit 31S-LF17 (BK/WH), harness side



- **Is the voltage greater than 10 volts?**

Yes
INSTALL a new front side marker module. REFER to Headlamp Assembly in this section. TEST the system for normal operation.

No
REPAIR circuit 31S-LF8 (BK/OG) (LH side marker) or 31S-LF17 (BK/WH) (RH side marker) as necessary. TEST the system for normal operation.

U5 CHECK FOR FEM OPERATION

- Key in OFF position.
- Disconnect all FEM connectors.
- Check for:
  - corrosion
  - pushed-out pins
- Connect all FEM connectors and make sure they seat correctly.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**

Yes
INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.

No
The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

U6 CHECK FOR REM OPERATION

- Key in OFF position.
- Disconnect all REM connectors.
- Check for:
  - corrosion
  - pushed-out pins
- Connect all REM connectors and make sure they seat correctly.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**

Yes
INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.

No
The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

	REPEAT the self-test.

Pinpoint Test V: The Parking, Rear Or License Lamps Are On Continuously

Normal Operation

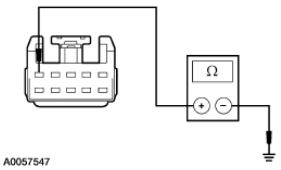
The instrument cluster monitors the headlamp switch position by sending out voltage reference signals to the headlamp switch. If a problem is detected with the circuits to the headlamp switch, the instrument cluster will default the headlamps and parking lamps on. When the headlamp switch is in the parking lamps ON position, the instrument cluster sends a signal to the front electronic module (FEM) and the rear electronic module (REM) to illuminate the parking lamps. Power is supplied to the LH front side marker and parking lamp through circuits 29S-LF3 (OG/YE), 29S-LF7 (OG/BU), 29S-LF8 (OG) and 29S-LF16 (OG/GN). Ground for the LH front side marker flows through circuit 31S-LF8 (BK/OG) to the FEM. Ground for the LH front parking lamp flows through circuit 31S-LF16 (BK/RD) and then through circuit 31S-LF7 (BK/BU) to the FEM. Power is supplied to the RH front side marker and parking lamp through circuits 29S-LF4 (OG/BU), 29S-LF17 (OG/WH) and 29S-LF16 (OG/GN). Ground for the RH front side marker flows through circuit 31S-LF17 (BK/WH) to the FEM. Ground for the RH front parking lamp flows through circuit 31S-LF16 (BK/RD) to the FEM. Power is supplied to the LH rear parking lamp through circuit 29S-LF23 (OG). Ground for the LH rear parking lamp flows through circuit 31S-LF11 (BK/WH) to the rear electronic module (REM). Power is supplied to the RH rear parking lamp through circuits 29S-LF24 (OG/BK), and 29S-LF23 (OG). Ground for the RH rear parking lamp flows through circuit 31S-LF11 (BK/WH) and then circuit 31S-LF20 (BK/OG) to the REM. Power is supplied to the license lamps through circuits 29S-LG2 (OG/BU), 29S-LF12 (OG/BK), 29S-LF21 (OG/BK) and 29S-LF22 (OG/BK). Ground for the license lamps flows through circuits 31S-LF21 (BK/GN) and 31S-LF22 (BK/GN) and then through circuit 31S-LF12 (BK/GN) to the REM. The FEM and REM control the ground circuits individually for the lamps (the license lamps share a common ground controlled circuit at the REM).

Possible Causes

- circuit 31S-LF8 (BK/OG) short to ground
- circuit 31S-LF16 (BK/RD) short to ground
- circuit 31S-LF7 (BK/BU) short to ground
- circuit 31S-LF17 (BK/WH) short to ground
- circuit 31S-LF11 (BK/WH) short to ground
- circuit 31S-LF20 (BK/OG) short to ground
- circuit 31S-LF21 (BK/GN) short to ground
- circuit 31S-LF22 (BK/GN) short to ground
- circuit 31S-LF12 (BK/GN) short to ground
- circuit 8-LF14 (WH/BU) short to ground
- headlamp switch
- instrument cluster
- FEM
- REM

PINPOINT TEST V: THE PARKING, REAR OR LICENSE LAMPS ARE ON CONTINUOUSLY

Test Step	Result / Action to Take
V1 CHECK THE EXTERIOR LAMPS	
• Observe the exterior parking lamps. • **Are all the parking lamps illuminated?**	**Yes** GO to V2 . **No** GO to V6 .

V2 CHECK THE HEADLAMP SWITCH INPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster headlamp switch status PID while rotating the knob to the parking lamps ON and then OFF positions. • **Does the PID match with the headlamp switch position?**	**Yes** GO to V5 . **No** GO to V3 .
V3 CHECK THE HEADLAMP SWITCH	
• Key in OFF position. • Disconnect: Headlamp Switch C205. • Carry out the headlamp switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the headlamp switch OK?**	**Yes** GO to V4 . **No** INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. TEST the system for normal operation.
V4 CHECK CIRCUIT 8-LF14 (WH/BU) FOR SHORT TO GROUND	
• Disconnect: Instrument Cluster C220c. • Measure the resistance between the headlamp switch C205-5, circuit 8-LF14 (WH/BU), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to V5 .
V5 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

V6 CHECK THE CONTROL GROUND CIRCUIT FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: REM C420a and C420e.	**Yes** REPAIR the control ground circuit as necessary. TEST the system for normal

• Disconnect: FEM C201b and C201c. • Key in ON position. • **Does the parking, rear or license lamps continue to illuminate?**	operation. **No** For the front lamp, GO to V7 . For the rear or license lamp, GO to V8 .
V7 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

V8 CHECK FOR REM OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Fog Lamps Printable View (100 KB)

Refer to Wiring Diagrams Cell 86 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Headlamp switch	• Underhood auxiliary junction box (AJB) fuse 3 (15A) • Fog lamp relay • Circuitry • Front electronic module (FEM) • Instrument cluster

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

NOTE: Make sure the headlamp switch is in the OFF position.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for FEM, refer to Section 418-00 .
   - No response/not equipped for instrument cluster, refer to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the FEM.

7. If the DTCs retrieved are related to the concern, go to Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index or Instrument Cluster Diagnostic Trouble Code (DTC) Index.

8. If multiple symptoms exist, check the Switched System Power (SSP) Relay Index before proceeding to the next step. Refer to Headlamps in this section.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

NOTE: For a complete master list of DTCs, refer to Section 418-00 .

Front Electronic Module (FEM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	FEM	CLEAR the DTCs. RETRIEVE the DTCs. If DTC B1342 is retrieved, INSTALL a new FEM. REFER to Section 418-00 .

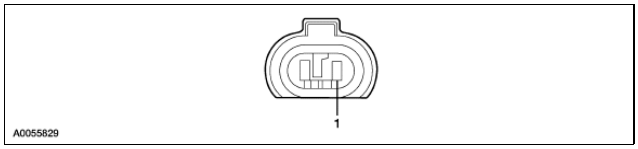
Instrument Cluster Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	Instrument cluster	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster Self-Test. INSTALL a new instrument cluster if DTC B1342 is retrieved again. REFER to Section 413-00 .
B2472	Fog Lamp Switch Failure	Instrument cluster	Go To Pinpoint Test X .

Symptom Chart

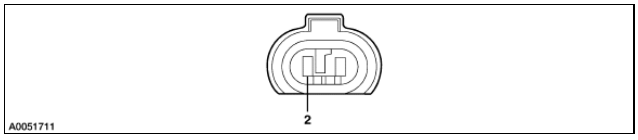
Symptom Chart
Connector Circuit Reference

LH Fog Lamp C152



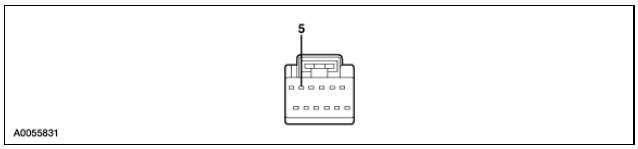
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	31-LD11 (BK/WH) fog lamp ground circuit	0 voltage, less than 5 ohms between the fog lamp and ground.

RH Fog Lamp C162



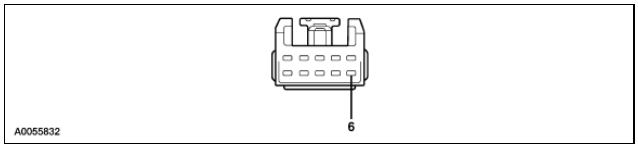
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	31-LD17 (BK/WH) fog lamp ground circuit	0 voltage, less than 5 ohms between the fog lamp and ground.

FEM C201c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	31S-LD9 (BK/GN) fog lamp relay control ground circuit	Greater than 10 volts with the ignition switch in any position, less than 5 ohms between the FEM and the fog lamp relay.

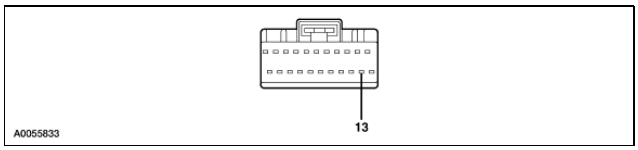
Headlamp Switch C205



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
6	8-LD10 (WH/BK) fog lamp switch input circuit	Less than 5 ohms between the headlamp switch and the instrument cluster. Greater than 10,000 ohms between the

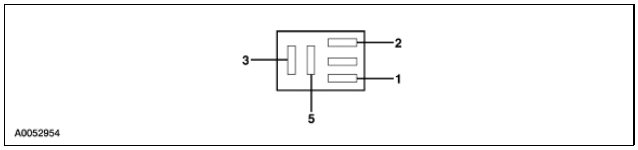
		headlamp switch and ground.

Instrument Cluster C220c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
13	8-LD10 (WH/BK) fog lamp switch input circuit	0 voltage, less than 5 ohms between the instrument cluster and the headlamp switch. Greater than 10,000 ohms between the instrument cluster and ground.

Fog Lamp Relay C1007



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	30S-LD8B (RD) B+ power supply circuit	Greater than 10 volts with the ignition switch in any position.
2	31S-LD9 (BK/GN) fog lamp relay control ground circuit	0 voltage, less than 5 ohms between the fog lamp relay and the FEM. Greater than 10,000 ohms between the fog lamp relay and ground.
3	30S-LD8A (RD) B+ power supply circuit	Greater than 10 volts with the ignition switch in any position.
5	30S-LD2 (RD/BU) fog lamps switched power supply circuit	0 voltage, less than 5 ohms between the fog lamp relay and the fog lamps.

Pinpoint Test W: The Fog Lamps Are Inoperative

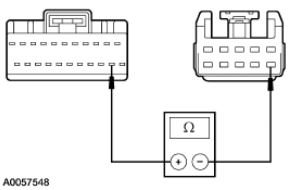
Normal Operation

The instrument cluster sends a voltage signal to the headlamp switch through circuit 8-LD10 (WH/BK). When the fog lamp switch is engaged, the signal is allowed to return to the instrument cluster. When the instrument cluster detects that the fog lamp switch is engaged, a signal is sent to the front electronic module (FEM) via the SCP network to command the fog lamps on. The fog lamp relay receives power from circuits 30S-LD8A (RD) and 30S-LD8B (RD). The fog lamp relay coil is grounded through circuit 31S-LD9 (BK/GN) to the FEM. When the FEM grounds circuit 31S-LD9 (BK/GN), the fog lamp relay is energized, switching power to circuit 30S-LD2 (RD/BU). Voltage then flows through circuits 30S-LD11 (RD/WH) and 30S-LD17 (RD/WH) to the LH and RH fog lamps, respectively. Ground for the LH fog lamp is through circuit 31-LD11 (BK/WH). Ground for the RH fog lamp is through circuit 31-LD17 (BK/WH).

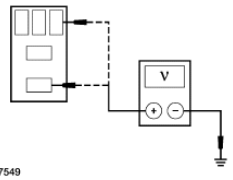
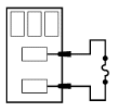
Possible Causes

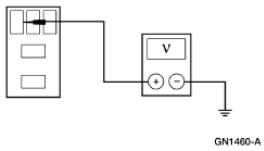
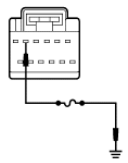
- circuit 8-LD10 (WH/BK) open
- circuit 31S-LD9 (BK/GN) open or short to power
- circuit 30S-LD8A (RD) open
- circuit 30S-LD8B (RD) open
- circuit 30S-LD2 (RD/BU) open
- fog lamp relay
- headlamp switch
- instrument cluster
- FEM

PINPOINT TEST W: THE FOG LAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
W1 CHECK THE HEADLAMP SWITCH OUTPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster fog lamp switch status PID while rotating the knob to the parking lamps ON position and then engaging the fog lamp switch. • **Does the PID match with the headlamp switch position?**	**Yes** GO to W5 . **No** GO to W2 .
W2 CHECK THE HEADLAMP SWITCH	
• Key in OFF position. • Disconnect: Headlamp Switch C205. • Carry out the headlamp switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the headlamp switch OK?**	**Yes** GO to W3 . **No** INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. TEST the system for normal operation.
W3 CHECK CIRCUIT 8-LD10 (WH/BK) FOR AN OPEN	
• Disconnect: Instrument Cluster C220c. • Measure the resistance between the instrument cluster C220c-13, circuit 8-LD10 (WH/BK), harness side and the headlamp switch C205-6, circuit 8-LD10 (WH/BK), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to W4 . **No** REPAIR the circuit. TEST the system for normal operation.
W4 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

W5 CHECK THE FOG LAMP RELAY	
• Key in OFF position. • Disconnect: Fog Lamp Relay C1007. • Carry out the fog lamp relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the fog lamp relay OK?**	**Yes** GO to W6 . **No** INSTALL a new fog lamp relay. TEST the system for normal operation.
W6 CHECK CIRCUITS 30S-LD8A (RD) AND 30S-LD8B (RD) FOR AN OPEN	
• Measure the voltage between the fog lamp relay C1007-3, circuit 30S-LD8A (RD), harness side and ground; and between the fog lamp relay C1007-1, circuit 30S-LD8B (RD), harness side and ground.  A0057549 • **Are the voltages greater than 10 volts?**	**Yes** GO to W7 . **No** REPAIR the circuit in question. TEST the system for normal operation.
W7 CHECK CIRCUIT 30S-LD2 (RD/BU) FOR AN OPEN	
• Connect a fused (15A) jumper wire between the fog lamp relay C1007-3, circuit 30S-LD8A (RD), harness side and the fog lamp relay C1007-5, circuit 30S-LD2 (RD/BU), harness side.  A0057550 • **Do the fog lamps illuminate?**	**Yes** REMOVE the jumper wire. GO to W8 . **No** REPAIR the circuit. TEST the system for normal operation.
W8 CHECK CIRCUIT 31S-LD9 (BK/GN) FOR SHORT TO POWER	

• Disconnect: FEM C201c. • Key in ON position. • Measure the voltage between the fog lamp relay C1007-2, circuit 31S-LD9 (BK/GN), harness side and ground.  GN1460-A • **Is any voltage present?**	**Yes** GO to W9 . **No** REPAIR the circuit. TEST the system for normal operation.
W9 CHECK CIRCUIT 31S-LD9 (BK/GN) FOR AN OPEN	
• Key in OFF position. • Connect: Fog Lamp Relay C1007. • Connect a fused (10A) jumper wire between the FEM C201c-5, circuit 31S-LD9 (BK/GN), harness side and ground.  A0057551 • **Do the fog lamps illuminate?**	**Yes** GO to W10 . **No** REPAIR the circuit. TEST the system for normal operation.
W10 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test X: The Fog Lamps Are On Continuously

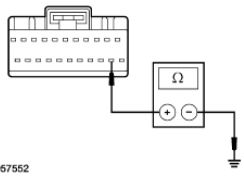
Normal Operation

The instrument cluster sends a voltage signal to the headlamp switch through circuit 8-LD10 (WH/BK). When the fog lamp switch is engaged, the signal is allowed to return to the instrument cluster. When the instrument cluster detects that the fog lamp switch is engaged, a signal is sent to the front electronic module (FEM) via the SCP network to command the fog lamps on. The fog lamp relay receives power from circuits 30-LD8A (RD) and 30-LD8B (RD). The fog lamp relay coil is ground through circuit 31S-LD9 (BK/GN) to the FEM. When the FEM grounds circuit 31S-LD9 (BK/GN), the fog lamp relay is energized, switching power to circuit 30S-LD2 (RD/BU). Voltage then flows through circuits 30S-LD11 (RD/WH) and 30S-LD17 (RD/WH) to the LH and RH fog lamps, respectively.

Possible Causes

- circuit 8-LD10 (WH/BK) short to ground
- circuit 31S-LD9 (BK/GN) short to ground
- circuit 30S-LD11 (RD/WH) short to power
- circuit 30S-LD17 (RD/WH) short to power
- circuit 30S-LD2 (RD/BU) short to power
- fog lamp relay
- headlamp switch
- instrument cluster
- FEM

PINPOINT TEST X: THE FOG LAMPS ARE ON CONTINUOUSLY

Test Step	Result / Action to Take
X1 CHECK THE HEADLAMP SWITCH OUTPUT	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Monitor the instrument cluster fog lamp switch status PID while rotating the knob to the parking lamps ON position and then engaging the fog lamp switch. • **Does the PID match with the headlamp switch position?**	**Yes** GO to X5 . **No** GO to X2 .
X2 CHECK THE HEADLAMP SWITCH	
• Key in OFF position. • Disconnect: Headlamp Switch C205. • Carry out the headlamp switch component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the headlamp switch OK?**	**Yes** GO to X3 . **No** INSTALL a new headlamp switch. REFER to Headlamp Switch in this section. TEST the system for normal operation.
X3 CHECK CIRCUIT 8-LD10 (WH/BK) FOR SHORT TO GROUND	
• Disconnect: Instrument Cluster C220c. • Measure the resistance between the instrument cluster C220c-13, circuit 8-LD10 (WH/BK), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit. TEST the system for normal operation. **No** GO to X4 .
X4 CHECK FOR INSTRUMENT CLUSTER OPERATION	

• Key in OFF position.
• Disconnect all instrument cluster connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

X5 CHECK THE FEM	
• Key in OFF position. • Disconnect: FEM C201c. • Key in ON position. • **Do the fog lamps continue to illuminate?**	**Yes** GO to X7 . **No** GO to X6 .
X6 CHECK FOR FEM OPERATION	

• Key in OFF position.
• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

X7 CHECK CIRCUIT 30S-LD2 (RD/BU), 30S-LD11 (RD/WH) AND 30S-LD17 (RD/WH) FOR SHORT TO POWER	
• Disconnect: Fog Lamp Relay C1007. • **Do the fog lamps continue to illuminate?**	**Yes** REPAIR the circuit as necessary. TEST the system for normal operation. **No** GO to X8 .
X8 CHECK THE FOG LAMP RELAY	
• Carry out the fog lamp relay component test. Refer to Wiring Diagrams Cell 149 for schematic and connector information. • **Is the fog lamp relay OK?**	**Yes** REPAIR circuit 31S-LD9 (BK/GN). TEST the system for normal operation. **No** INSTALL a new fog lamp relay. TEST the system for normal operation.

Reversing Lamps Printable View (68 KB)

Refer to Wiring Diagrams Cell 93 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Digital transmission range (TR) sensor	• Battery junction box (BJB) fuse 6 (10A) (reversing lamps) • Circuitry • Bulbs • Rear electronic module (REM)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

NOTE: Make sure the headlamp switch is in the OFF position.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for REM, refer to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the REM.

7. If the DTCs retrieved are related to the concern, go to Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index.

8. If multiple symptoms exist, check the Switched System Power (SSP) Relay Index before proceeding to the next step. Refer to Headlamps in this section.

9. If no DTCs related to the concern are retrieved, GO to Symptom Chart to continue diagnostics.

NOTE: For a complete master list of DTCs, refer to Section 418-00 .

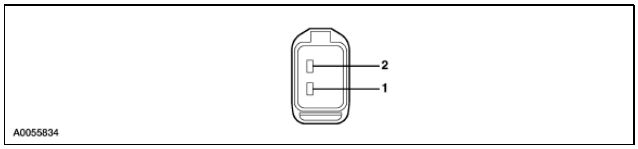
Rear Electronic Module (REM) Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU Is Defective	REM	CLEAR and DOCUMENT the DTCs. CARRY OUT the instrument cluster self-test. INSTALL a new REM if DTC B1342 is retrieved again. REFER to Section 418-00 .

Symptom Chart

Symptom Chart
Connector Circuit Reference

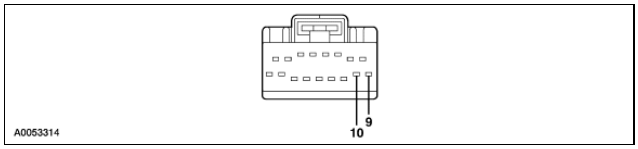
LH Reversing Lamp C451, RH Reversing Lamp C461



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C451)	31S-LG9 (BK/GN) reversing lamp control ground circuit	0 voltage, less than 5 ohms between the reversing lamp and the REM. Greater than 10,000 ohms between the reversing lamp and ground.
2 (C451)	29S-LG9 (OG/BK) reversing lamp power supply circuit	Greater than 10 volts with the ignition ON.

1 (C461)	31S-LG16 (BK/RD) reversing lamp control ground circuit	0 voltage, less than 5 ohms between the reversing lamp and the REM. Greater than 10,000 ohms between the reversing lamp and ground.
2 (C461)	29S-LG16 (OG/GN) reversing lamp power supply circuit	Greater than 10 volts with the ignition ON.

REM C420e



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
9	31S-LG9 (BK/GN) LH reversing lamp control ground circuit	Greater than 10 volts with the ignition ON. Greater than 10,000 ohms between the REM and ground.
10	31S-LG16 (BK/RD) RH reversing lamp control ground circuit	Greater than 10 volts with the ignition ON. Greater than 10,000 ohms between the REM and ground.

Pinpoint Test Y: The Reversing Lamps Are Inoperative

Normal Operation

The powertrain control module (PCM) monitors the digital transmission range (TR) sensor. When the PCM detects the transmission in REVERSE, a signal is sent to the rear electronic module (REM) to illuminate the reversing lamps. Power from the battery junction box (BJB) is sent through circuit 29S-LG1 (OG/YE) to circuits 29S-LG9 (OG/BK) and 29S-LG16 (OG/GN) to the LH and RH reversing lamps respectively. Ground for the LH reversing lamp is sent through circuit 31S-LG9 (BK/GN) to the REM. Ground for the RH reversing lamp is sent through circuit 31S-LG16 (BK/RD) to the REM. The REM individually controls the ground circuits for the reversing lamps.

Possible Causes

- REM
- PCM

PINPOINT TEST Y: THE REVERSING LAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
Y1 CHECK THE VOLTAGE SUPPLY TO THE REVERSING LAMPS	
• Key in ON position. • Place the multifunction switch in the LH turn position and observe the LH rear turn signal. • **Does the LR turn signal operate correctly?**	**Yes** GO to Y2 . **No** REFER to Turn Signal and Hazard Lamps to continue diagnostics.

Y2 CHECK THE PCM	
• Key in OFF position. • Connect the diagnostic tool. • Key in ON position. • Engage the parking brake. • Monitor the PCM transmission gear status PID while placing the transmission in reverse and then neutral. • **Does the PID match with the transmission gear selected?**	**Yes** GO to Y4 . **No** GO to Y3 .
Y3 CHECK FOR PCM OPERATION	

• Key in OFF position.
• Disconnect all PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Y4 CHECK FOR REAR ELECTRONIC MODULE (REM) OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test Z: The Individual Reversing Lamp Is Inoperative

Normal Operation

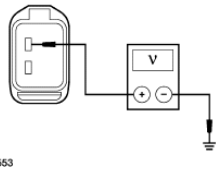
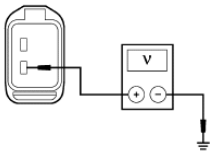
When the powertrain control module (PCM) detects the transmission in REVERSE, a signal is sent to the rear electronic module (REM) to illuminate the reversing lamps. Power from the battery junction box (BJB) is sent through circuit 29S-LG1 (OG/YE) to circuits 29S-LG9 (OG/BK) and 29S-LG16 (OG/GN) to the LH and RH reversing lamps, respectively. Ground for the LH reversing lamp is sent through circuit 31S-LG9 (BK/GN) to the REM. Ground for the RH reversing lamp is sent through circuit 31S-LG16 (BK/RD) to the REM. The REM individually controls the ground circuits for the reversing lamps.

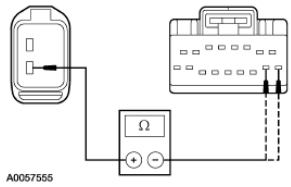
Possible Causes

- circuit 29S-LG9 (OG/BK) open
- circuit 29S-LG16 (OG/GN) open
- circuit 31S-LG9 (BK/GN) open or short to power
- circuit 31S-LG16 (BK/RD) open or short to power

- REM.

PINPOINT TEST Z: THE INDIVIDUAL REVERSING LAMP IS INOPERATIVE

Test Step	Result / Action to Take
Z1 CHECK THE CIRCUIT 29S-LG9 (OG/BK) OR 29S-LG16 (OG/GN) FOR AN OPEN	
• Key in OFF position. • Disconnect: Inoperative Reversing Lamp. • Key in ON position. • Measure the voltage between the LH reversing lamp C451-2, circuit 29S-LG9 (OG/BK), harness side and ground; or between the RH reversing lamp C461-2, circuit 29S-LG16 (OG/GN), harness side and ground.  A0057553 • **Is the voltage greater than 10 volts?**	**Yes** GO to Z2 . **No** REPAIR the circuit in question. TEST the system for normal operation.
Z2 CHECK THE CIRCUIT 31S-LG9 (BK/GN) OR 31S-LG16 (BK/RD) FOR SHORT TO POWER	
• Key in OFF position. • Disconnect: REM C420e. • Key in ON position. • Measure the voltage between the LH reversing lamp C451-1, circuit 31S-LG9 (BK/GN), harness side and ground; or between the RH reversing lamp C461-1, circuit 31S-LG16 (BK/RD), harness side and ground.  A0057554 • **Is any voltage present?**	**Yes** REPAIR the circuit in question. TEST the system for normal operation. **No** GO to Z3 .
Z3 CHECK THE CIRCUIT 31S-LG9 (BK/GN) OR 31S-LG16 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the LH reversing lamp C451-1, circuit 31S-LG9 (BK/GN), harness side and the REM C420e-9, circuit 31S-LG9 (BK/GN), harness side; or between the RH reversing lamp C461-1, circuit 31S-LG16 (BK/RD), harness side and the REM C420e-10, circuit 31S-LG16 (BK/RD), harness side.	**Yes** GO to Z4 . **No** REPAIR the circuit in question. TEST the system for normal operation.

 • **Is the resistance less than 5 ohms?**	
Z4 CHECK FOR REM OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Pinpoint Test AA: The Reversing Lamp Are On Continuously

Normal Operation

The powertrain control module (PCM) monitors the digital transmission range (TR) sensor. When the PCM detects the transmission in REVERSE, a signal is sent to the rear electronic module (REM) to illuminate the reversing lamps. Ground for the LH reversing lamp is sent through circuit 31S-LG9 (BK/GN) to the REM. Ground for the RH reversing lamp is sent through circuit 31S-LG16 (BK/RD) to the REM. The REM individually controls the ground circuits for the reversing lamps.

Possible Causes

- circuit 31S-LG9 (BK/GN) short to ground
- circuit 31S-LG16 (BK/RD) short to ground
- REM
- PCM

PINPOINT TEST AA: THE REVERSING LAMPS ARE ON CONTINUOUSLY

Test Step	Result / Action to Take
AA1 CHECK THE REVERSING LAMPS	
• Key in ON position. • Observe the reversing lamps. • **Are both reversing lamps illuminated?**	**Yes** GO to AA2 . **No** GO to AA4 .
AA2 CHECK THE PCM	

• Key in OFF position. • Disconnect: PCM C175a. • Key in ON position. • **Do the reversing lamps continue to illuminate?**	**Yes** GO to AA5 . **No** GO to AA3 .
AA3 CHECK FOR PCM OPERATION	

• Key in OFF position.
• Disconnect all PCM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

AA4 CHECK THE REM	
• Key in OFF position. • Disconnect: REM C420e. • Key in ON position. • **Does the reversing lamp continue to illuminate?**	**Yes** REPAIR circuit 31S-LG9 (BK/GN) (LH reversing lamp) or 31S-LG16 (BK/RD) (RH reversing lamp) as necessary. TEST the system for normal operation. **No** GO to AA5 .
AA5 CHECK FOR REM OPERATION	

• Key in OFF position.
• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. REPEAT the self-test.

Daytime Running Lamps Printable View (10 KB)

Refer to Wiring Diagrams Cell 87 for schematic and connector information.

Inspection and Verification

NOTE: When installing a new front electronic module (FEM), it must be reconfigured for this feature. Refer to Section 418-00

1. Verify the customer concern by operating the daytime running lamps (DRL) following these steps:
    1. Place the ignition switch in the RUN position.
    2. Place the headlamp switch in the OFF position.
    3. If the DRL does not operate, make sure the FEM is configured for DRL before proceeding to the next step.

2. Verify the parking lamp operation.
    1. Place the headlamp switch in the parking lamps ON position.
    If the parking lamps do not operate correctly, REFER to Parking, Rear and License Lamps in this section.

3. Verify the high beam operation.
    1. Place the headlamp switch in the headlamps ON position.
    2. Place the multifunction switch in the high beam position.
    If the high beams operate correctly and the DRL operation is incorrect, INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
    If the high beams do not operate correctly, REFER to Headlamps in this section for correct diagnosis.

Headlamp Adjustment

Printable View (46 KB)

Headlamp Aiming

1. The headlamp aiming procedure depends on the type of beam pattern the headlamp is equipped with. Vehicles may come equipped with visual optical right (VOR), visual optical left (VOL), or SAE only (includes sealed beam type) headlamps. To identify the headlamp beam pattern, look on the headlamp lens. Molded in small letters on the headlamp lens is one of the following:
    - SAE
    - VOR or SAE
    - VOL or SAE

2. Once the headlamp beam pattern is identified, aim the headlamps using one of the following methods as applicable.
    - Photometric aimers can aim SAE, VOR and VOL type headlamps. This is the preferred method of headlamp aiming.
    - Visual or screen method aiming can be used to aim SAE, VOR and VOL type headlamps.
    - Mechanical aimers can be used only with SAE type headlamps. Lamps that can be aimed mechanically will have three nibs molded into the lens of the lamp.

Photometric Aiming

1. For the photometric aiming procedure, refer to the appropriate photometric headlamp aimer instruction manual.

Screen Method Aiming

All headlamp types

NOTE: Horizontal aim is not necessary for VOR or VOL headlamps.

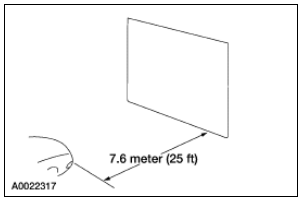
NOTE: Consult your state vehicle inspection manual for recommended tolerance ranges for visual aiming.

NOTE: The sight shield may need to be positioned or removed for access to the adjusters.

1. Before starting headlamp adjustment:
    - Check the tire inflation.
    - Check that no other load is in the vehicle other than a half tank of fuel.
    - Check that the headlamps are clean.
    - Check for correct headlamp operation.
    - Check that the vehicle is on level ground.
    - If the vehicle is equipped with air suspension, make sure that the switch is on.

2. **NOTE:** The vertical wall or screen must be a minimum of 2.4 meters (8 feet) wide.

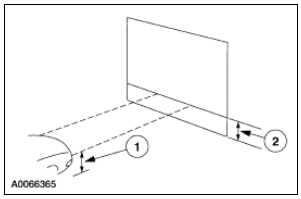
   Park the vehicle on a level surface approximately 7.6 meters (25 feet) from the vertical wall or screen directly in front of it.



3. **NOTE:** The center of the lamp is marked by a 3 mm (0.12 in) circle on the headlamp lens.

   Mark a horizontal reference line on the vertical wall or screen.

   1. Measure the center of the headlamp height to ground and record.
   2. Make a 2.4 meter (8 foot) horizontal mark (masking tape) on the vertical wall or screen at the same distance from the ground as previously recorded.



4. **NOTE:** This procedure should be done in a dark environment to effectively see the headlamp beam pattern.

   Turn on the low beam headlamps to illuminate the wall or screen and open the hood.

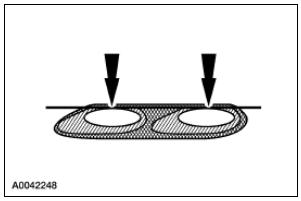
5. **NOTE:** For SAE type headlamps, the appearance of the beam pattern may vary between vehicles.

   On the wall or screen, locate the high intensity area of the beam pattern. Place the top edge of the high intensity zone even with the horizontal reference line.

VOR type headlamps

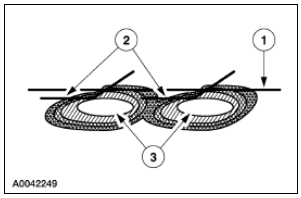
6. **NOTE:** The appearance of the VOR beam pattern may vary between vehicles.

   Identify at the top edge of this high intensity area a distinct horizontal cutoff in the beam pattern. If the top edge of this cutoff is not even with the horizontal reference line, the headlamp beam will need to be adjusted.



VOL type headlamps

7. For VOL type headlamps, there will be a distinct cutoff in the left portion of the beam pattern. The edge of this cutoff should be positioned 50.2 mm (2 in) below the horizontal reference line.
   1. Horizontal reference line.
   2. Top edge of the beam pattern.
   3. High intensity zone.



Mechanical Aiming

1. For the mechanical aiming procedure, refer to the appropriate mechanical headlamp aimer instruction manual.

Headlamp Assembly

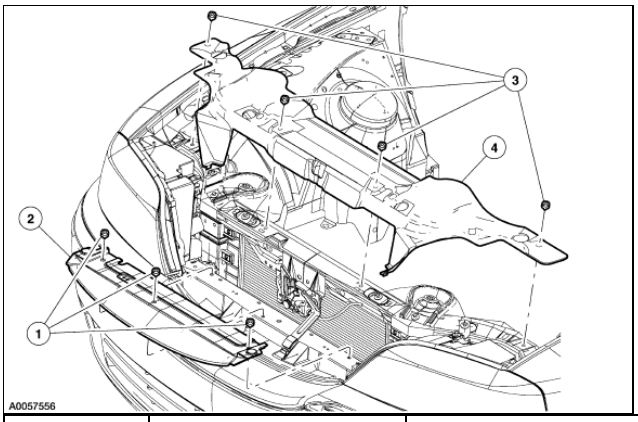
Printable View (602 KB)

NOTE: Make sure the headlamp switch and ignition switch are in the OFF position.

1. To remove individual components, only carry out the following steps.

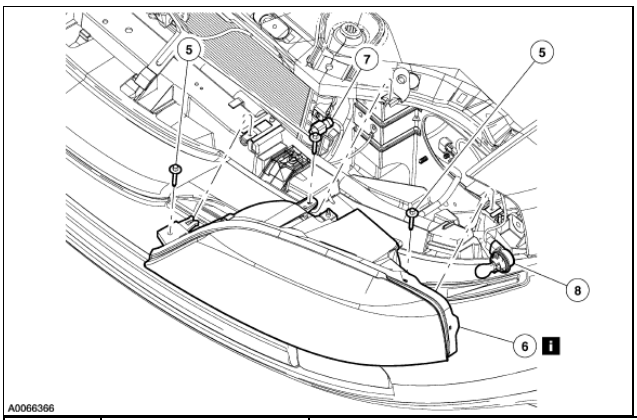
Component	Steps
Radiator grille opening cover	1-2
Radiator sight shield	1-4
Headlamp assembly	1-8

2. View 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Pin type retainers
2	8C300	Radiator grille opening cover
3		Pin type retainers
4	8C291	Radiator sight shield

3. View 2 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
5	N606679-S	Headlamp bolts
6	13008	

		Standard headlamp Disassembly Note
6	13008	High intensity discharge (HID) headlamp Disassembly Note
7	14290	Electrical connector
8	13411	Parking/turn lamp

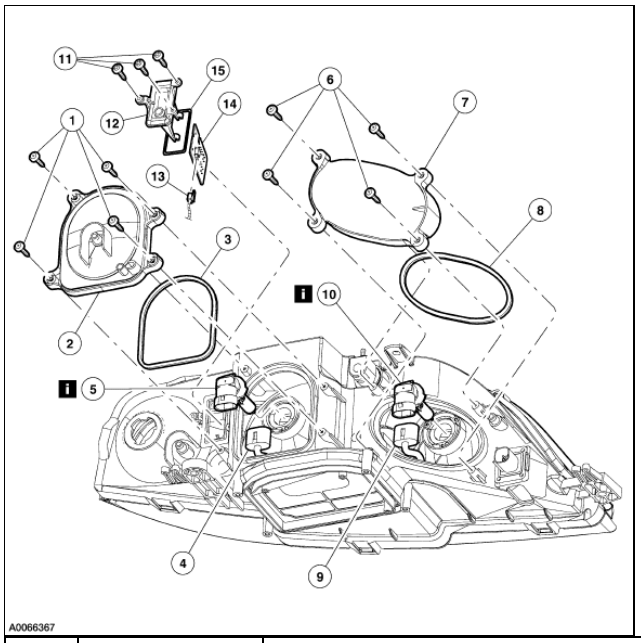
4. To install, reverse the removal procedure.

Item 6: Standard Headlamp Disassembly Note

1. To remove individual components, only carry out the following steps.

Component	Steps
Low beam bulb	1-2, 4-5
High beam bulb	6-7, 9-10
Side marker module	11-14

2. Disassemble the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	13378	Low beam access cover screws (four required)
2	13071	Low beam access cover
3	13022	Low beam access cover seal
4		Electrical connector (part of 13008)
5	13N021	Low beam bulb Removal Note
6	13378	High beam access cover screws (four required)
7	13071	High beam access cover
8	13022	High beam access cover seal
9		Electrical connector (part of 13008)

10	13N021	High beam bulb Removal Note
11		Side marker module screw (part of 13008)
12		Side marker module bracket (part of 13008)
13		Electrical connector (part of 13008)
14		Side marker module (part of 13008)
15		Side marker module seal (part of 13008)

3. To assemble, reverse the disassembly procedure.

Items 5 and 10: Low and High Beam Bulb Removal Note

⚠ WARNING: The headlamp bulb contains gas under pressure. The bulb may shatter if the glass envelope is scratched or if the bulb is dropped. Handle the bulb only by its base. Avoid touching the glass envelope. Failure to follow these instructions may result in personal injury.

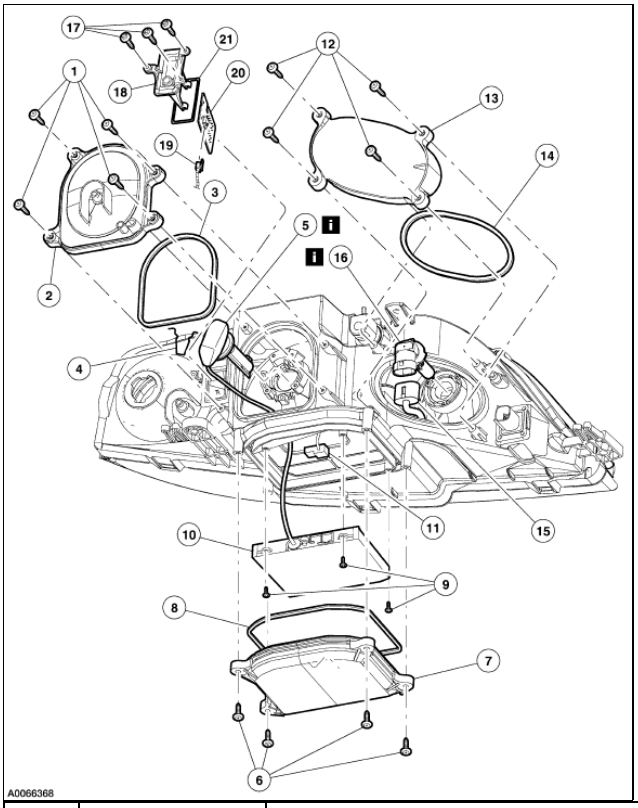
1. The headlamp bulb should not be removed from the headlamp until just before a new bulb is installed. Removing the bulb for an extended period of time may affect headlamp bulb performance. Contaminants may enter the headlamp with the bulb removed from the leadlamp.

Item 6: HID Headlamp Disassembly Note

1. To remove individual components, only carry out the following steps.

Component	Steps
HID ballast and bulb	1-2, 4-7, 9-11
High beam bulb	12-13, 15-16
Side marker module	17-20

2. Disassemble the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	13378	Low beam access cover screws (four required)
2	13071	Low beam access cover
3	13022	Low beam access cover seal
4		HID lamp retainer (part of 13008)
5	13D109	HID low beam bulb Removal Note
6	13378	Ballast access cover screws (four required)
7	13180	Ballast access cover
8	13160	Ballast access cover seal
9		Ballast screws (three required)
10	13C170	Ballast and bulb assembly
11		Electrical connector (part of 13008)
12	13378	Screws (four required)
13	13071	High beam access cover
14	13160	High beam access cover seal
15		Electrical connector (part of 13008)
16	13N021	High beam bulb Removal Note
17		Side marker module screw (part of 13008)
18		Side marker module bracket (part of 13008)
19		Electrical connector (part of (13008)
20		Side marker module (part of 13008)
21		Side marker module seal (part of 13008)

3. To assemble, reverse the disassembly procedure.

Items 5, and 16: Low and High Beam Bulb Removal Note

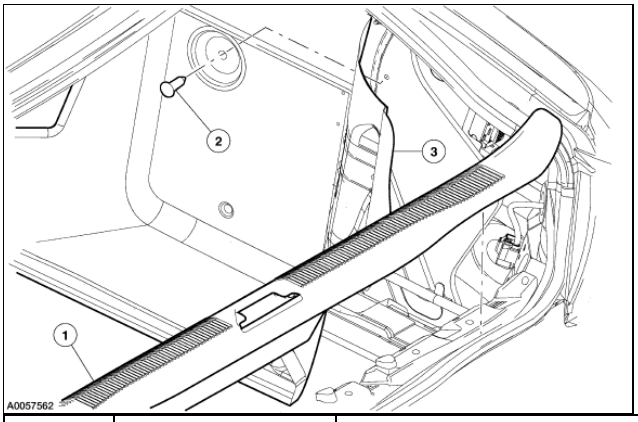
⚠ WARNING: The headlamp bulb contains gas under pressure. The bulb may shatter if the glass envelope is scratched or if the bulb is dropped. Handle the bulb only by its base. Avoid touching the glass envelope. Failure to follow these instructions may result in personal injury.

1. The headlamp bulb should not be removed from the headlamp until just before a new bulb is installed. Removing the bulb for an extended period of time may affect headlamp bulb performance. Contaminants may enter the headlamp where they can settle on the lens and reflector. Never turn on the headlamp with the bulb removed from the headlamp.

Rear Lamp Assembly

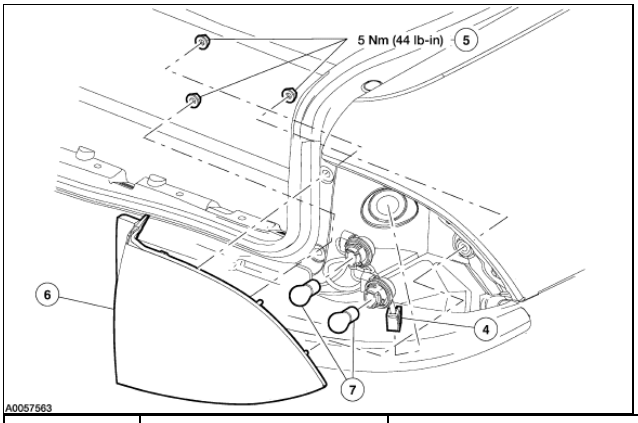
Printable View (190 KB)

1. View 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	54406A64	Luggage compartment scuff plate
2		Pin type retainer
3	5445422	Luggage compartment side trim panel

2. View 2 of 2. Remove the components in the order indicated in the following illustration and table.



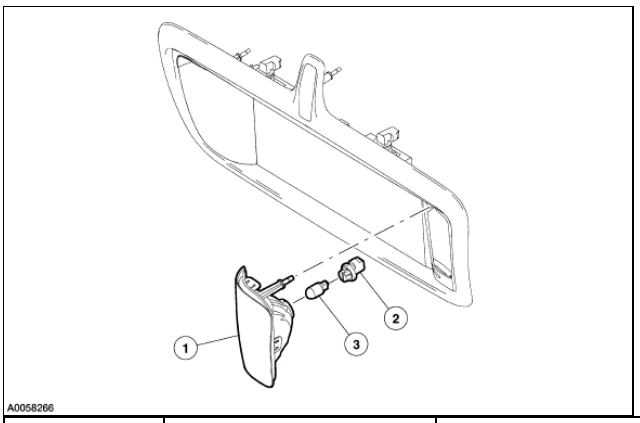
Item	Part Number	Description
4	13A409	Electrical connector
5	N621925-S	Rear lamp nuts (three required)
6	13B504	Rear lamp assembly
7	13465	Rear lamp bulbs

3. To install, reverse the removal procedure.

Reversing Lamp Assembly

Printable View (41 KB)

1. Remove the license plate housing. For additional information, refer to Section 501-00 .
2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	15500	Reversing lamp assembly
2	13411	Reversing lamp holder
3	13465	Reversing lamp bulb

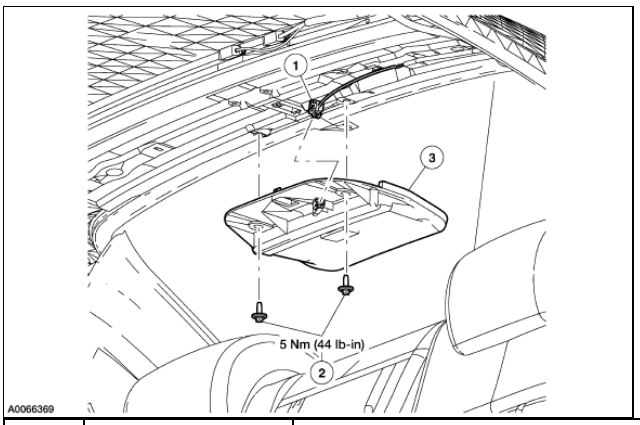
3. To install, reverse the removal procedure.

High Mounted Stoplamp

Printable View (90 KB)

1. Remove the headliner. For additional information, refer to Section 501-01 .

2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14A005	Electrical connector
2	W706681-S900	High mounted stoplamp screws (2 required)
3	13A613	High mounted stoplamp

3. To install, reverse the removal procedure.

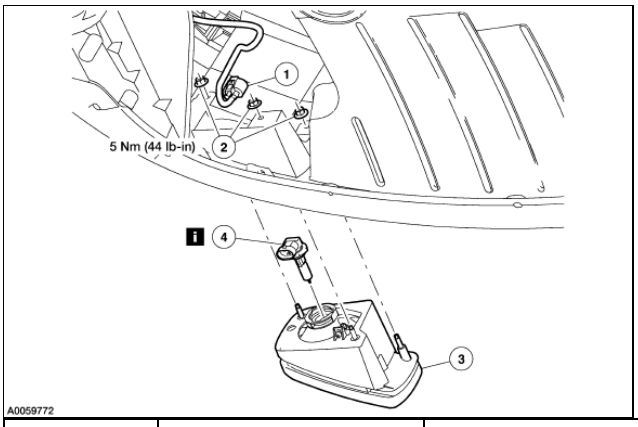
Fog Lamp Printable View (69 KB)

NOTE: Make sure the headlamp switch and ignition switch are in the OFF position.

1. Raise and support the vehicle. For additional information, refer to Section 100-00 .
2. To remove individual components, only carry out the following steps.

Component	Steps
Fog lamp bulb	1, 4
Fog lamp housing	1-3

3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14290	Electrical connector
2	N621906-S	Fog lamp nuts (3 required)
3	15A255	Fog lamp assembly
4	13465	Fog lamp bulb Removal Note

4. To install, reverse the removal procedure.

Item 4: Fog Lamp Bulb Removal Note

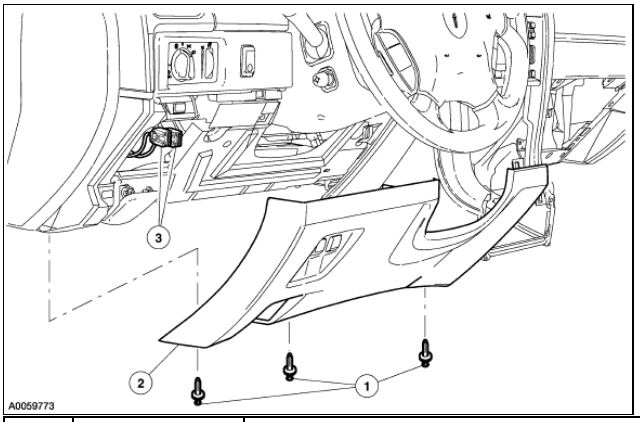
⚠ WARNING: The halogen bulb contains gas under pressure. The bulb may shatter if the glass envelope is scratched or if the bulb is dropped. Handle the bulb only by its base. Avoid touching the glass envelope. Failure to follow these instructions may result in personal injury.

1. The fog lamp bulb should not be removed from the fog lamp until just before a new bulb is installed. Removing the bulb for an extended period of time may affect fog lamp performance. Contaminants may enter the fog lamp where they can settle on the lens and reflector. Never turn on the fog lamps with the bulb removed.

Headlamp Switch

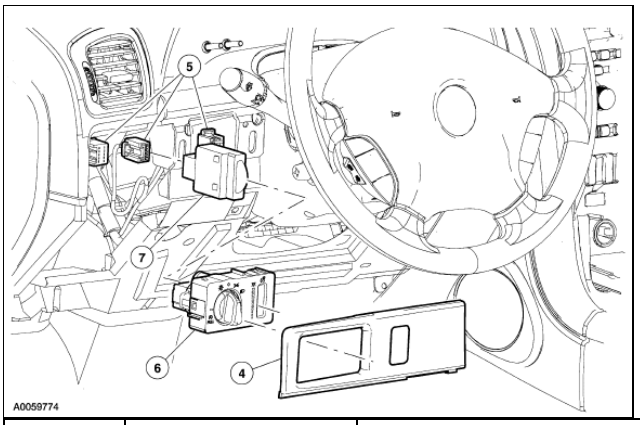
Printable View (214 KB)

1. View 1 of 2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Instrument panel steering column cover pin-type retainers
2	04459	Instrument panel steering column cover
3	14401	Electrical connectors

2. View 2 of 2. Remove the components in the order indicated in the following illustration and table.



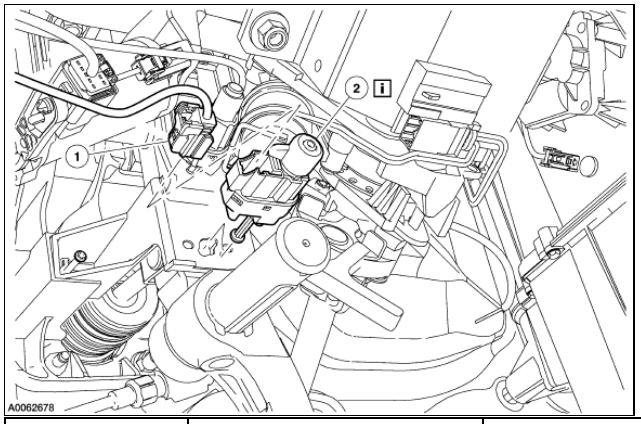
Item	Part Number	Description
4	54044B89	Outer instrument panel finish panel
5	14401	Electrical connectors
6	13K196	Headlamp switch
7	13K196	Dimmer switch

3. To install, reverse the removal procedure.

Brake Pedal Position (BPP) Switch

Printable View (175 KB)

1. Remove the components in the order indicated in the following illustration and table.



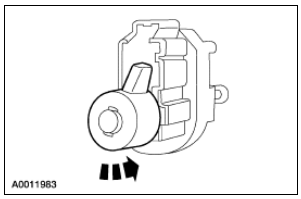
Item	Part Number	Description
1	14A005	Electrical connector
2	13480	BPP switch Installation Note

2. To install, reverse the removal procedure.

Item 2: BPP Switch Installation Note

⚠ CAUTION: Initial installation of the brake pedal position (BPP) switch allows for one adjustment. If additional adjustments are required, install a new BPP switch.

1. Rotate the knob counterclockwise to the stop to unlock.



2. With the engine running, fully depress the brake pedal.

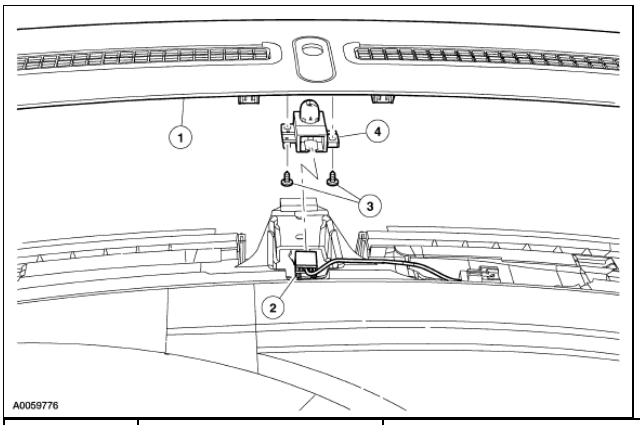
3. Install the BPP switch and slowly release the brake pedal.

Photocell

Printable View (51 KB)

1. Remove the LH and RH windshield side garnish mouldings. For additional information, refer to Section 501-01 .

2. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	54044E82	Instrument panel defroster grille
2	19A657	Electrical connector
3	A2906	Screws (2 required)
4	14A597	Photocell

3. To install, reverse the removal procedure.

Interior Lighting Component Location Index

Printable View (342 KB)

Interior Lighting Printable View (12 KB)

The interior lighting system consists of two subsystems: The interior lamps and the demand lamps.

The interior lamps are controlled by the front electronics module (FEM). The interior lamp subsystem consists of the left and right puddle lamps, footwell lamps, map lamps and the grab handle lamps. The FEM controls the interior lamps by providing the ground circuit when a door ajar is detected.

The demand lamps subsystem consists of the glove compartment lamp, luggage compartment lamp, front map lamps, left and right vanity mirror lamps and the rear grab handle reading lamps. Each of these lamps are switched individually and share a common ground circuit.

Both subsystems use the same power supply circuit through switched system power (SSP) relay 3, with the exception of the luggage compartment lamp which is powered through SSP relay 4.

Principles of Operation

NOTE: A new front electronic module (FEM) or rear electronic module (REM) must be reconfigured before installing. REFER to Section 418-00 .

The electronic functions are divided into zones. The FEM controls the front portion of the vehicle and the REM controls the rear portion of the vehicle. These systems rely on the standard corporate protocol (SCP) communication network in order to transmit and receive signals. As a technician, it is very important to understand:

- where the input (command) originates from.
- all information (messages) necessary in order for a feature to operate.
- which module(s) receive(s) the input or command message.
- whether the module which received the input (message) controls the output of the feature, or whether it outputs a message over the SCP communication network to another module.
- which module controls the output of the feature.

FEM Operation

This system is unique in that many of the inputs the FEM receives are delivered via the SCP communication network. These input messages come from other modules connected to the network, such as the rear electronics module (REM), driver door module (DDM), and instrument cluster. The FEM interprets the inputs and, in turn, commands the correct output. The FEM also receives inputs which come directly from components hardwired to the module, such as the front door ajar switches.

Interior Lighting

The FEM controls the outputs to all interior lighting. The lamps are illuminated if any door is ajar. The front door switches are hardwired to the FEM. When either of the two doors is opened, the FEM commands the interior lamps on by supplying the ground circuit. The rear door ajar switches are hardwired to the REM. When any of these doors are ajar, the REM sends a command through the SCP network to the FEM. The FEM then commands the appropriate interior lamps on.

Fault management of the interior lamps provides limited functionality in the event of certain dome or lighting mode inputs, vehicle speed or ignition switch failures. All interior lighting is powered by the switched system power (SSP) feature (see below). A failure of any or all of the SSP feature(s) could cause inoperative interior

lighting. When diagnosing the interior lighting, it is essential to determine if all relative symptoms and DTCs are controlled by the SSP feature.

Switched System Power (SSP)

The SSP is invoked by both the FEM and REM. This function removes power from relays that provide power to the exterior lamps, interior lamps, and power door locks. This is only accomplished when both the FEM and the REM are in the sleep mode. The sleep function of the FEM and REM places the modules in sleep mode when the ignition switch is in the OFF position, and no wake up (inputs) signals occur for 30 minutes. The module will not sleep if the parking lamps or the hazard lamps are active. The following relays are controlled by the SSP function: SSP1, SSP2, SSP3, and SSP4. When either the FEM or REM are not in sleep mode, all SSP relays will be energized. Each relay, when energized, will supply power to multiple features/functions. For additional information, refer to the SSP Relay Index for diagnosis and testing of SSP-related issues.

Interior Lighting

Printable View (484 KB)

Refer to Wiring Diagrams Cell 89 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052,or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Electrical
• Wiring harness • Loose or corroded connections • Battery junction box (BJB) fuses: ♦ 4 (10A) ♦ 5 (10A) ♦ 23 (30A) ♦ 24 (30A) ♦ 25 (40A) ♦ 27 (30A) ♦ 32 (30A) • Central junction box (CJB) fuse 20 (10A) • Lamp(s) • Relay(s) • Headlamp switch • Instrument cluster • Dimmer switch • FEM • REM

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
   - SCP+, SCP-, ISO, CAN or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
   - No response/not equipped for FEM, REFER to Section 418-00 .
   - No response/not equipped for REM, REFER to Section 418-00 .
   - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the FEM and REM.

7. If the DTCs retrieved are related to the concern, go to FEM Diagnostic Trouble Code (DTC) Index or REM Diagnostic Trouble Code (DTC) Index.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

FEM Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1319	Driver Door Ajar Circuit Failure	FEM	Go To Pinpoint Test C .
B1327	Passenger Door Ajar Circuit Failure	FEM	Go To Pinpoint Test C .
B1342	ECU Is Defective	FEM	CLEAR the DTC. REPEAT the FEM self-test. If DTC B1342 is retrieved, INSTALL a new FEM. REFER to Section 418-00 .
B2477	Module Configuration Failure	FEM	REFER to Section 418-00 .

REM Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B2245	Passenger Rear Door Ajar Circuit Open	REM	Go To Pinpoint Test C .
B1331	Luggage Compartment Ajar Rear Door Circuit Failure	REM	Go To Pinpoint Test E .
B1342	ECU Is Defective	REM	CLEAR the DTC. RETRIEVE the DTCs. If DTC B1342 is retrieved, INSTALL a new REM. REFER to Section 418-00

			.
B2243	Diver Rear Door Ajar Circuit Open	REM	Go To Pinpoint Test C .
B2477	Module Configuration Failure	REM	REFER to Section 418-00 .

SSP Relay Index

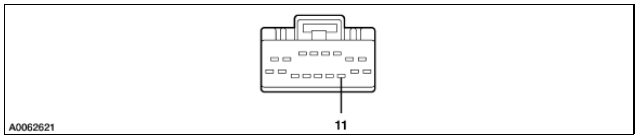
Relay	fuse	Controlled System(s)
SSP1	BJB fuse 27 (30A)	• Driver power door lock (FEM) • LH high beam headlamps (FEM) • RH front park/turn/side marker lamps (FEM) • RH low beam headlamp • Driver exterior rear view mirror • LH front park/turn/side marker lamps (FEM)
SSP2	BJB fuse 32 (30A)	• LH low beam headlamp (FEM) • RH high beam headlamps (FEM) • Passenger exterior rear view mirror (FEM) • Switch illumination backlighting
SSP3	BJB fuse 24 (30A)	• High mounted stop lamp (REM) • RH rear park/stop lamps (REM) • Reversing lamps (REM) • LH rear turn signals (REM) • Interior interior and demand lighting (FEM)
SSP4	BJB fuse 23 (30A)	• LH rear park/stop lamps (REM) • RH rear turn signals (REM) • All passenger door locks (REM) • License lamps • Luggage compartment release solenoid/switch • Fuel door release solenoid/switch • Luggage compartment lamp

When diagnosing an SSP relay, check that all systems for that relay are inoperative. Refer to Section 417-01 .

Symptom Chart

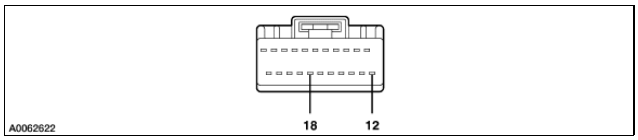
Symptom Chart
Connector Circuit Reference

FEM C201a



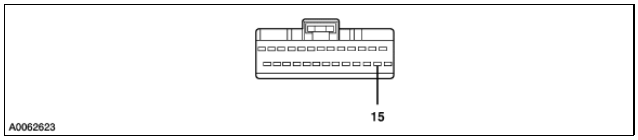
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	31-DK20 (BK/RD) FEM power ground	Less than 5 ohms between FEM and ground with FEM disconnected.

FEM C201b



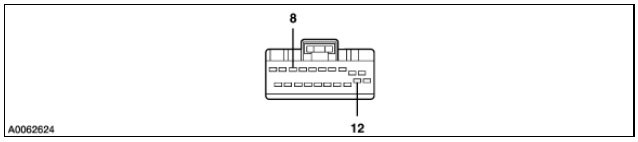
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	9-LC36 (BN) RH front puddle lamp ground circuit	Greater than 10 volts between FEM and ground with FEM disconnected. Less than 5 ohms between FEM and RH front puddle lamp.
18	9-LC34 (BN) LH front puddle lamp ground circuit	Greater than 10 volts between FEM and ground with FEM disconnected. Less than 5 ohms between FEM and LH front puddle lamp.

FEM C201e



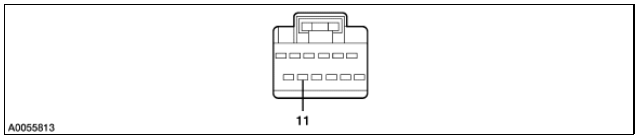
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
15	31S-GL47 (BK/BU) Passenger door ajar switch power circuit	Less than 5 ohms between FEM and ground with passenger door open. Greater than 10,000 ohms between FEM and ground with passenger door closed.

FEM C201f



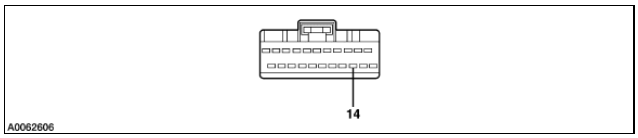
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	31S-GL46 (BK/YE) Driver door ajar switch power circuit	Less than 5 ohms between FEM and ground with driver door open. Greater than 10,000 ohms between FEM and ground with driver door closed.
12	31S-LC3 (BK/OG) Interior lamp ground circuit between auxiliary junction box and FEM	Greater than 10 volts between FEM and ground. Greater than 10,000 ohms between FEM and ground.

REM C420a



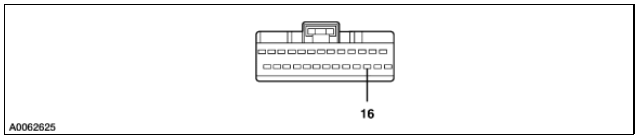
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	31S-LB25 (BK/BU) Luggage compartment lamp power circuit	Greater than 10 volts between REM and ground. Greater than 10,000 ohms between REM and ground.

REM C420b



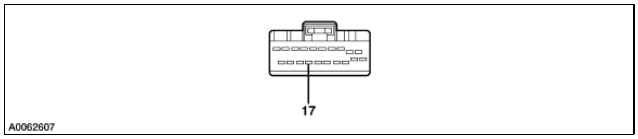
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
14	8-GL20 (WH/BK) Luggage compartment lid ajar switch power circuit	Less than 5 ohms between REM and ground with luggage compartment lid open. Greater than 10,000 ohms between REM and ground with luggage compartment lid closed.

REM C420c



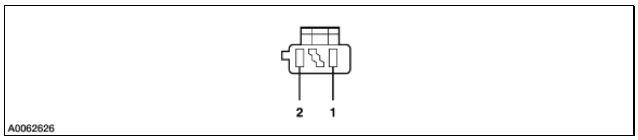
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
16	31S-GL12 (BK/OG) LH rear door ajar switch power circuit	Greater than 10,000 ohms between REM and ground with LH rear door closed. Less than 5 ohms between REM and ground with LH rear door open.

REM C420d



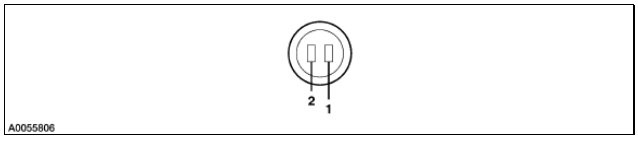
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
17	31S-GL19 (BK/GN) RH rear door ajar switch power circuit	Greater than 10,000 ohms between REM and ground with RH rear door closed. Less than 5 ohms between REM and ground with RH rear door open.

Glove Compartment Lamp C254



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-LB8 (OG) glove compartment lamp power circuit	Greater than 10 volts between glove compartment lamp and ground. Greater than 10,000 ohms between glove compartment lamp and ground with lamp connector disconnected.
2	31-LB8 (BK/OG) glove compartment lamp ground circuit	Less than 5 ohms between glove compartment lamp and ground.

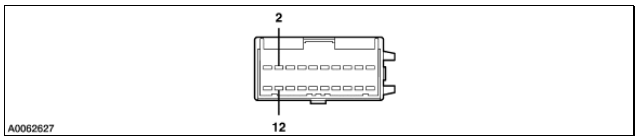
Footwell Lamps C266 and C209



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C266)	31S-LC23 (BK/WH) RH footwell lamp ground circuit	Greater than 10,000 ohms between footwell lamp and ground with FEM disconnected. Less than 5 ohms between footwell lamp and FEM.
1 (C209)		

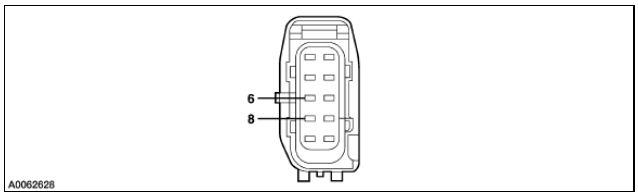
	31S-LC11 (BK/WH) LH footwell lamp ground circuit	Greater than 10,000 ohms between footwell lamp and ground with FEM disconnected. Less than 5 ohms between footwell lamp and FEM.
2 (C266)	29S-LC23 (OG/WH) RH footwell lamp power supply circuit	Greater than 10 volts between RH footwell lamp and ground. Greater than 10,000 ohms between RH footwell lamp and ground with footwell lamp disconnected.
2 (C209)	29S-LC11 (OG/WH) LH footwell lamp power supply circuit	Greater than 10 volts between LH footwell lamp and ground. Greater than 10,000 ohms between LH footwell lamp and ground with footwell lamp disconnected.

Puddle Lamps C520, C601



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2 (C520)	29S-LC34 (OG/YE) LH puddle lamp power supply circuit	Greater than 10 volts between LH puddle lamp and ground. Greater than 10,000 ohms between LH puddle lamp and ground.
2 (C601)	29S-LC36 (OG/YE) RH puddle lamp power circuit	Greater than 10 volts between RH puddle lamp and ground. Greater than 10,000 ohms between RH puddle lamp and ground.
12 (C520)	9-LC34 (BN) LH puddle lamp ground circuit	Greater than 10,000 ohms between puddle lamp and ground with FEM disconnected. Less than 5 ohms between puddle lamp and FEM.
12 (C601)	9-LC36 (BN) RH puddle lamp ground circuit	Greater than 10,000 ohms between puddle lamp and ground with FEM disconnected. Less than 5 ohms between puddle lamp and FEM.

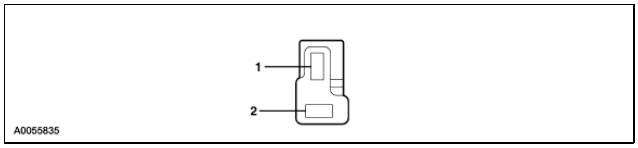
Door Ajar Switches C525, C609, C704, C804



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
6 (C525)	31-AA58 (BK) Driver door ajar switch ground circuit	Less than 5 ohms between door ajar switch and ground.
6 (C609)		Less than 5 ohms between door ajar switch and ground.

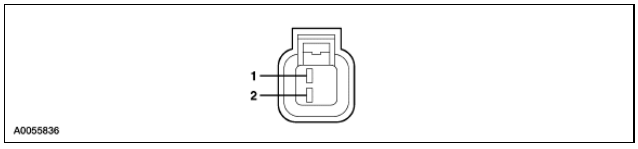
	31-AA58 (BK) Passenger door ajar switch ground circuit	
6 (C704)	31-AA58 (BK) LH rear door ajar switch ground circuit	Less than 5 ohms between door ajar switch and ground.
6 (C804)	31-AA58 (BK) RH rear door ajar switch ground circuit	Less than 5 ohms between door ajar switch and ground.
8 (C525)	31S-GL46 (BK/YE) Driver door ajar switch power circuit	Greater than 10,000 ohms between door ajar switch and ground with door ajar switch and FEM disconnected. Less than 5 ohms between door ajar switch and FEM.
8 (C609)	31S-GL47 (BK/BU) Passenger door ajar switch power circuit	Greater than 10,000 ohms between door ajar switch and ground with door ajar switch and FEM disconnected. Less than 5 ohms between door ajar switch and FEM.
8 (C704)	31S-GL12 (BK/OG) LH rear door ajar switch power circuit	Greater than 10,000 ohms between door ajar switch and ground with door ajar switch and REM disconnected. Less than 5 ohms between door ajar switch and REM.
8 (C804)	31S-GL19 (BK/GN) RH rear door ajar switch power circuit	Greater than 10,000 ohms between door ajar switch and ground with door ajar switch and REM disconnected. Less than 5 ohms between door ajar switch and REM.

Luggage Compartment Lamp C428



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-LB25 (OG/BU) Luggage compartment lamp power circuit	Greater than 10 volts between luggage compartment lamp and ground. Greater than 10,000 ohms between luggage compartment lamp and ground.
2	31S-LB25 (BK/BU) Luggage compartment lamp ground circuit	Greater than 10,000 ohms between luggage compartment lamp and ground with REM disconnected. Less than 5 ohms between luggage compartment lamp and REM.

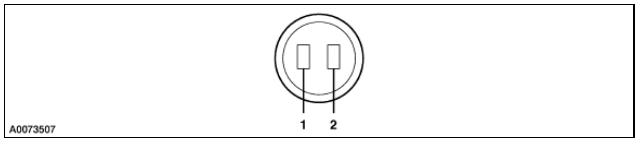
Luggage Compartment Lid Ajar Switch C429



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-GL20 (WH/BK) Luggage compartment lid ajar switch power circuit	Greater than 10,000 ohms between luggage compartment lid ajar switch and ground with luggage compartment lid ajar switch disconnected. Less than 5 ohms between luggage compartment lid ajar switch and REM.

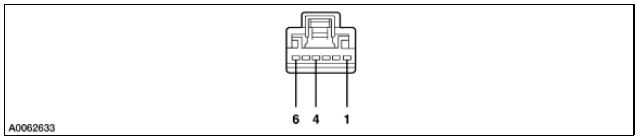
2	31-GL20 (BK/RD) Luggage compartment lid ajar switch ground circuit	Less than 5 ohms between luggage compartment lid ajar switch and ground.

Map Lamps C903, C908



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C903)	31S-LB19 (BK/BU) RH map lamp ground circuit	Greater than 10,000 ohms between map lamp and ground with RH map lamp switch disconnected. Less than 5 ohms between RH map lamp and RH map lamp switch.
1 (C908)	31S-LB12 (BK/YE) LH map lamp ground circuit	Greater than 10,000 ohms between map lamp and ground with LH map lamp switch disconnected. Less than 5 ohms between LH map lamp and LH map lamp switch.
2 (C903)	29S-LB19 (OG/BU) RH map lamp power circuit	Greater than 10 volts between RH map lamp and ground. Greater than 10,000 ohms between RH map lamp and ground.
2 (C908)	29S-LB12 (OG/YE) LH map lamp power circuit	Greater than 10 volts between LH map lamp and ground. Greater than 10,000 ohms between LH map lamp and ground.

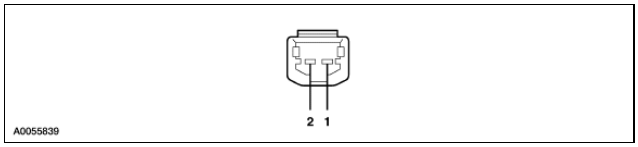
Map Lamps Switches C905, C910



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C905)	31S-LB19 (BK/BU) RH map lamp switch power circuit	Greater than 10,000 ohms between RH map lamp switch and ground with RH map lamp switch and RH map lamp disconnected. Less than 5 ohms between RH map lamp and RH map lamp switch.
1 (C910)	31S-LB12 (BK/YE) LH map lamp switch power circuit	Greater than 10,000 ohms between LH map lamp switch and ground with LH map lamp switch and LH map lamp disconnected. Less than 5 ohms between LH map lamp and LH map lamp switch.
4 (C905)	31-LB20 (BK/OG) RH map lamp, demand lamp function, circuit ground	Less than 5 ohms between map lamp switch and ground.
4 (C910)	31-LB13 (BK/BU) LH map lamp, demand lamp function, circuit ground	Less than 5 ohms between map lamp switch and ground.
6 (C905)	9-LB20 (BN/BU) RH map lamp,	Greater than 10,000 ohms between RH map lamp switch

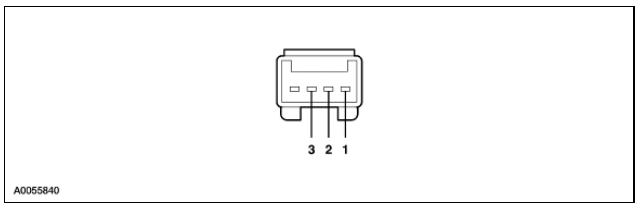
	interior lamp function, circuit ground	and ground with FEM disconnected. Less than 5 ohms between RH map lamp switch and FEM.
6 (C910)	9-LB13 (BN/RD) LH map lamp, interior lamp function, circuit ground	Greater than 10,000 ohms between LH map lamp switch and ground with FEM disconnected. Less than 5 ohms between LH map lamp switch and FEM.

Vanity Mirror Lamps C906, C907



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C906)	31-LB23 (BK/WH) RH vanity mirror lamp ground circuit	Less than 5 ohms between RH vanity mirror lamp and ground.
1 (C907)	31-LB16 (BK/RD) LH vanity mirror lamp ground circuit.	Less than 5 ohms between LH vanity mirror lamp and ground.
2 (C906)	29S-LB23 (OG/WH) RH vanity mirror lamp power circuit	Greater than 10 volts between RH vanity mirror lamp and ground. Greater than 10,000 ohms between RH vanity mirror lamp and ground.
2 (C907)	29S-LB16 (OG/GN) LH vanity mirror lamp power circuit	Greater than 10 volts between LH vanity mirror lamp and ground. Greater than 10,000 ohms between LH vanity mirror lamp and ground.

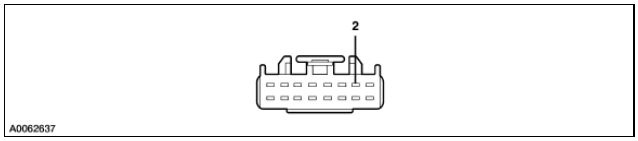
Rear Grab Handle Lamps C9009, C9010



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C9009)	29S-LB14 (OG) LH rear grab handle lamp power supply circuit	Greater than 10 volts between LH rear grab handle lamp and ground. Greater than 10,000 ohms between LH rear grab handle lamp and ground.
1 (C9010)	29S-LB21 (OG/BK) RH rear grab handle lamp power supply circuit	Greater than 10 volts between RH rear grab handle lamp and ground. Greater than 10,000 ohms between RH rear grab handle lamp and ground.
2 (C9009)	31-LB14 (BK) LH rear grab handle lamp, demand lamp function, ground circuit	Less than 5 ohms to ground.
2 (C9010)	31-LB21 (BK) RH rear grab handle	Less than 5 ohms to ground.

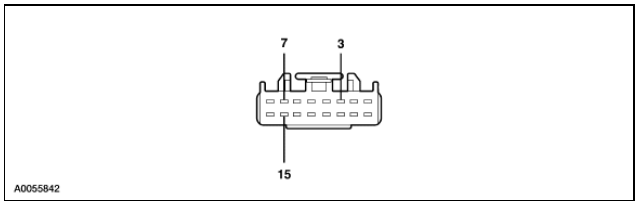
	lamp, demand lamp function, ground circuit	
3 (C9009)	9-LB14 (BN/BU) LH rear grab handle lamp, interior lamp function, ground circuit	Greater than 10,000 ohms between LH rear grab handle lamp and ground with FEM disconnected. Less than 5 ohms between LH rear grab handle lamp and FEM.
3 (C9010)	9-LB21 (BN/GN) RH rear grab handle lamp, interior lamp function, ground circuit	Greater than 10,000 ohms between RH rear grab handle lamp and ground with FEM disconnected. Less than 5 ohms between RH rear grab handle lamp and FEM.

Auxiliary Junction Box C283a



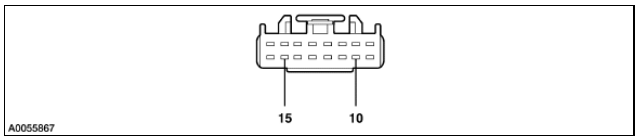
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	9-LB1 (BN) interior lamp ground circuit	Greater than 10 volts between auxiliary junction box and ground. Greater than 10,000 ohms between auxiliary junction box and ground.

Auxiliary Junction Box C283b



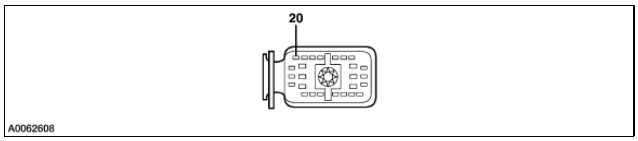
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	31S-LC3 (BK/OG) interior lamp ground circuit between auxiliary junction box and FEM	Greater than 10,000 ohms between auxiliary junction box and ground with FEM disconnected. Less than 5 ohms between auxiliary junction box and FEM.
7	29S-LC34 (OG/YE) LH puddle lamp power supply circuit	Greater than 10,000 ohms between auxiliary junction box and ground with LH front puddle lamp disconnected. Less than 5 ohms between auxiliary junction box and LH front puddle lamp.
15	29S-LC5 (OG/GN) LH footwell lamp and LH front puddle lamp power supply circuit	Greater than 10 volts between auxiliary junction box and ground. Greater than 10,000 ohms between auxiliary junction box and ground. Less than 5 ohms between auxiliary junction box and CJB.

Interior Junction Box C283d



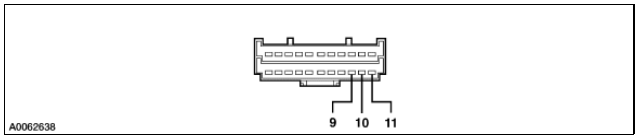
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
10	31S-LC4 (BK/BU) LH and RH footwell lamps ground circuit between LH instrument panel junction block and interior junction box	Greater than 10 volts between interior junction box and ground. Greater than 10,000 ohms between interior junction box and ground with LH instrument panel junction block disconnected. Less than 5 ohms between auxiliary junction box and LH instrument panel junction block.
15	29S-LC11 (OG/WH) LH footwell lamp power supply circuit	Greater than 10,000 ohms between auxiliary junction box and ground with LH footwell lamp disconnected. Less than 5 ohms between auxiliary junction box and LH footwell lamp.

CJB C270d



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
20	29S-LC36 (OG/YE) RH front puddle lamp power supply circuit	Greater than 10,000 ohms to ground with RH front puddle lamp disconnected. Less than 5 ohms between CJB and RH front puddle lamp.

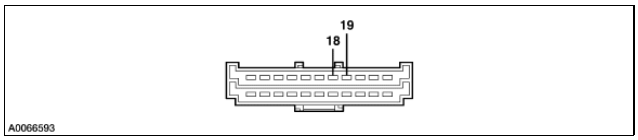
LH Instrument Panel Junction Block C224



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
9	31S-LC4 (BK/BU) LH and RH footwell lamp ground circuit between LH instrument panel junction block and auxiliary junction box	Greater than 10,000 ohms between LH instrument panel junction box and ground with auxiliary junction box disconnected. Less than 5 ohms between LH instrument panel junction box and auxiliary junction box.

10	31S-LC23 (BK/WH) RH footwell lamp ground circuit	Greater than 10,000 ohms between LH instrument panel junction block and ground with RH footwell lamp disconnected. Less than 5 ohms between LH instrument panel junction block and RH footwell lamp.
11	31S-LC11 (BK/WH) LH footwell lamp ground circuit	Greater than 10,000 ohms between LH instrument panel junction block and ground with LH footwell lamp disconnected. Less than 5 ohms between LH instrument panel junction block and LH footwell lamp.

RH Instrument Panel Junction Block C261



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
18	29S-LC23 (OG/WH) RH footwell lamp power supply circuit	Greater than 10,000 ohms between RH instrument panel junction block and ground with RH footwell lamp disconnected. Less than 5 ohms between RH instrument panel junction block and RH footwell lamp.
19	29S-LC1 (OG/BU) glove compartment lamp and RH footwell lamp power supply circuit between the CBJ and RH instrument panel junction block	Greater than 10 volts between RH instrument panel junction block and ground. Greater than 10,000 ohms between RH instrument panel junction block and ground. Less than 5 ohms between RH instrument panel junction block and CJB.

Pinpoint Test A: The Interior Lamps Are Inoperative

Normal Operation

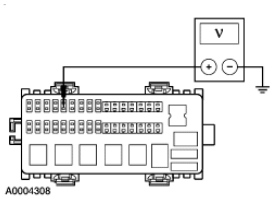
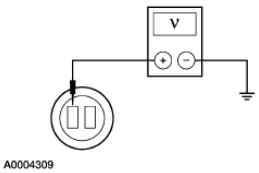
The interior lighting feature provides interior lighting whenever a door is ajar. The interior lamps are controlled through the FEM. The FEM provides the ground circuit for the front dome/map lamps, rear grab handle lamps, RH and LH footwell lamps and the RH and LH puddle lamps through common circuit 29S-LC3 (BK/OG). Power for the interior lamps is supplied through common circuit 29S-LB2 (OG/BU) from switched system power (SSP) relay 3.

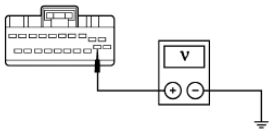
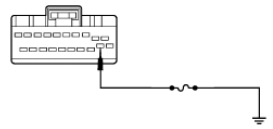
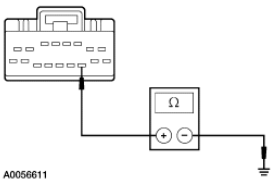
Possible Causes

- battery junction box (BJB)
- circuit 29S-LC23 (OG/WH) open
- circuit 31S-LC3 (BK/OG) short to power
- circuit 31-DK20 (BK/RD) open

- FEM

PINPOINT TEST A: THE INTERIOR LAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
A1 CHECK CIRCUIT 30S-DB16 (RD/GN) FOR OPEN	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Remove BJB fuse 5 (10A). • Measure the voltage between BJB fuse 5 (10A) pin 1, circuit 30S-DB16 (RD/GN), and ground.  A0004308 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL fuse 5 (10A). GO to A2 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A2 CHECK CIRCUIT 29S-LC23 (OG/WH) FOR AN OPEN	
• Disconnect: RH Footwell Lamp C266. • Measure the voltage between the RH footwell lamp, C266-2, circuit 29S-LC23 (OG/WH), harness side and ground.  A0004309 • **Is the voltage greater than 10 volts?**	**Yes** RECONNECT C266. GO to A3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A3 CHECK CIRCUIT 29S-LC3 (BK/OG) FOR SHORT TO POWER	
• Key in OFF position. • Remove BJB fuse 5 (10A). • Disconnect: FEM C201F. • Measure the voltage between FEM C201f-12, circuit 31S-LC3 (BK/OG), harness side and ground.	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to A4 .

 A0005552 • **Is the voltage greater than 10 volts?**	
A4 CHECK FEM FOR OPENS	
• Install BJB fuse 5 (10A). • Key in ON position. • Connect a 30A fused jumper between FEM C201f-12, circuit 31S-LC3 (BK/OG), harness side and ground.  A0004310 • **Did the interior lamps illuminate?**	**Yes** GO to A5 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A5 CHECK CIRCUIT 31-DK20 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Disconnect: FEM C201a • Measure the resistance between FEM C201a-11, circuit 31-DK20 (BK/RD) harness side and ground.  A0056611 • **Is the resistance less than 5 ohms?**	**Yes** GO to A6 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A6 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test B: The Interior Lamps Do Not Turn On With One Door Open

Normal Operation

The interior lighting feature provides interior lighting whenever a door is ajar. The interior lamps are controlled through the FEM. The FEM provides the ground circuit for the front dome/map lamps, rear grab

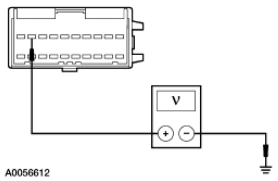
handle lamps, RH and LH footwell lamps and the RH and LH puddle lamps through common circuit 29S-LC3 (BK/OG). Power for the interior lamps is supplied through common circuit 29S-LB2 (OG/BU) from switched system power (SSP) relay 3. The LH and RH dome/map lamps and LH and RH grab handle lamps share a common power supply splice from circuit 29S-LB2 (OG/BU) and a common ground circuit splice to circuit 9-LB1 (BN/RD). The LH and RH puddle lamps and LH and RH footwell lamps are supplied power from circuit 29S-LB2 (OG/BU) through the central junction box (CJB). All interior lamp ground circuits connect at the auxiliary junction box and combine into one common ground circuit 29S-LC3 (BK/OG).

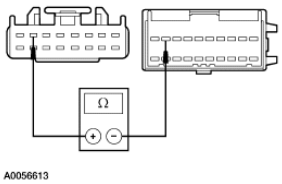
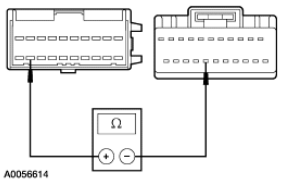
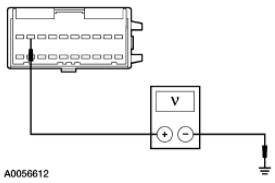
Possible Causes

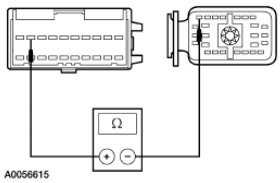
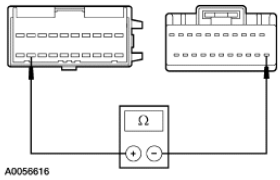
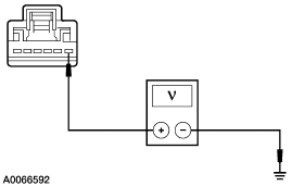
- individual interior lamp
- LH map lamp switch
- RH map lamp switch
- LH rear grab handle lamp assembly
- RH rear grab handle lamp assembly
- LH instrument panel junction block
- RH instrument panel junction block
- auxiliary junction box
- central junction box (CJB)
- FEM
- circuit 29S-LC34 (OG/YE) open
- circuit 9-LC34 (BN) open
- circuit 29S-LC36 (OG/YE) open
- circuit 9-LC36 (BN) open
- circuit 9-LB13 (BN/RD) open
- circuit 29S-LB12 (OG/YE) open
- circuit 31S-LB12 (BK/YE) open
- circuit 9-LB20 (BN/BU) open
- circuit 29S-LB19 (OG/BU) open
- circuit 31S-LB19 (BK/BU) open
- circuit 29S-LB14 (OG) open
- circuit 9-LB14 (BN/BU) open
- circuit 29S-LB21 (OG/BK) open
- circuit 9-LB21 (BN/GN) open
- circuit 29S-LC11 (OG/WH) open
- circuit 31S-LC11 (BK/WH) open
- circuit 29S-LC23 (OG/WH) open
- circuit 31S-LC23 (BK/WH) open
- circuit 31S-LC4 (BK/GN) open
- circuit 29S-LC1 (OG/YE) open
- circuit 29S-LC5 (OG/GN) open
- circuit 9-LB1 (BN) open
- circuit 31-DK20 (BK/RD) open

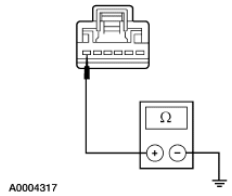
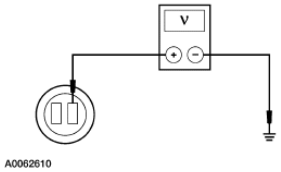
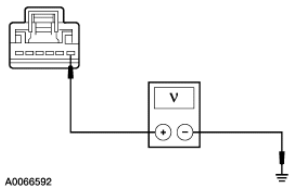
PINPOINT TEST B: THE INTERIOR LAMPS DO NOT TURN ON WITH ONE DOOR OPEN

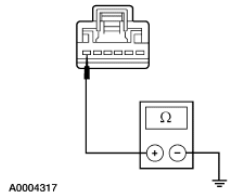
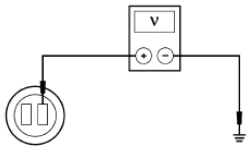
Test Step	Result / Action to Take
B1 VERIFY INTERIOR LAMP SYMPTOM	
• Verify the interior lamp symptom. • **Is more than one lamp inoperative?**	**Yes** GO to B28 . **No**

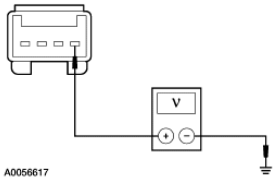
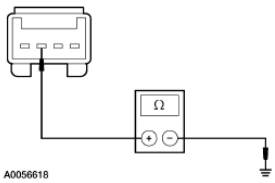
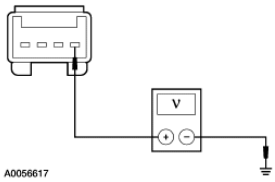
	If a puddle lamp is inoperative, GO to B2 . If a map lamp is inoperative, GO to B9 . If a rear grab handle lamp is inoperative, GO to B16 . If a footwell lamp is inoperative, GO to B21 .
B2 VERIFY PUDDLE LAMP SYMPTOM	
• Verify the area of the puddle lamp symptom. • **Is the driver side puddle lamp inoperative?**	**Yes** GO to B3 . **No** GO to B6 .
B3 CHECK CIRCUIT 29S-LC34 (OG/YE) FOR VOLTAGE	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after the ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Key in ON position. • Disconnect: Driver Side Puddle Lamp C520. • Measure the voltage between the driver side puddle lamp C520-2, circuit 29S-LC34 (OG/YE), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to B5 . **No** GO to B4 .
B4 CHECK CIRCUIT 29S-L34 (OG/YE) FOR AN OPEN	
• Key in OFF position. • Disconnect: Auxiliary Junction Box C283b. • Measure the resistance between auxiliary junction box C283b-7, circuit 29S-LC34 (OG/YE), harness side and driver side puddle lamp C520-2, circuit 29S-LC34 (OG/YE) harness side.	**Yes** INSTALL a new auxiliary junction box. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

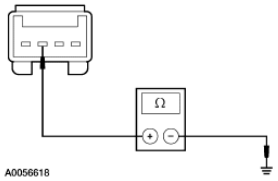
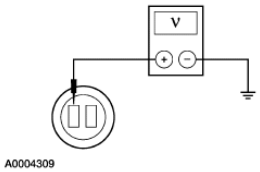
 A0056613 • **Is the resistance less than 5 ohms?**	
B5 CHECK CIRCUIT 9-LC34 (BN) FOR AN OPEN	
• Key in OFF position. • Disconnect: FEM C201b. • Measure the resistance between FEM C201b-18, circuit 9-LC34 (BN), harness side and driver side puddle lamp C520-12, circuit 9-LC34 (BN) harness side.  A0056614 • **Is the resistance less than 5 ohms?**	**Yes** GO to B38 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B6 CHECK CIRCUIT 29S-LC36 (OG/YE) FOR VOLTAGE	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Key in ON position. • Disconnect: Passenger Side Puddle Lamp C601. • Measure the voltage between the passenger side puddle lamp C601-2, circuit 29S-LC36 (OG/YE), harness side and ground.  A0056612 • **Is the voltage greater than 10 volts?**	**Yes** GO to B8 . **No** GO to B7 .
B7 CHECK CIRCUIT 29S-LC36 (OG/YE) FOR AN OPEN	
• Key in OFF position. • Disconnect: CJB C270d. • Measure the resistance between CJB C270d-20, circuit 29S-LC36 (OG/YE), harness side and passenger side puddle lamp C601-2, circuit 29S-LC36 (OG/YE) harness side.	**Yes** INSTALL a new CJB. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

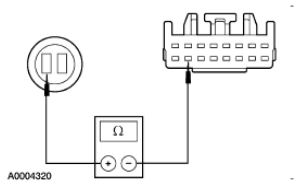
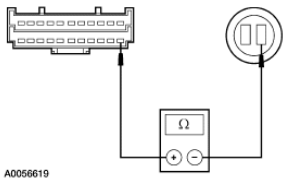
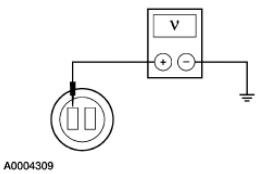
 A0056615 • **Is the resistance less than 5 ohms?**	
B8 CHECK CIRCUIT 9-LC36 (BN) FOR AN OPEN	
• Key in OFF position. • Disconnect: FEM C201b. • Measure the resistance between FEM C201b-12, circuit 9-LC36 (BN), harness side and passenger side puddle lamp C601-12, circuit 9-LC36 (BN), harness side.  A0056616 • **Is the resistance less than 5 ohms?**	**Yes** GO to B38 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B9 VERIFY INTERIOR MAP LAMP SYMPTOM	
• Verify the area of the interior map lamp symptom. • **Is the LH map lamp inoperative?**	**Yes** GO to B10 . **No** GO to B13 .
B10 CHECK LH MAP LAMP SWITCH FOR VOLTAGE	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Key in ON position. • Disconnect: LH Front Map Reading Lamp Switch C910. • Measure the voltage between the LH front map reading lamp switch C910-1, circuit 31S-LB12 (BK/YE), harness side and ground.  A0066592 • **Is the voltage greater than 10 volts?**	**Yes** GO to B11 . **No** GO to B12 .
B11 CHECK CIRCUIT 9-LB13 (BN/RD) FOR AN OPEN	

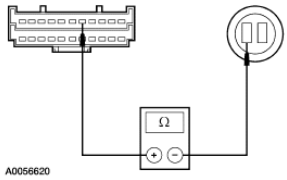
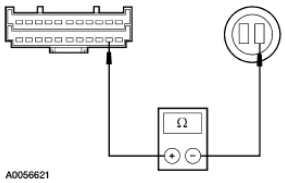
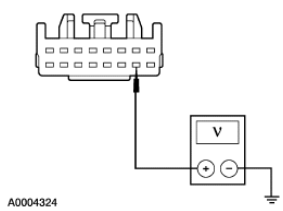
• Measure the resistance between LH map lamp switch C910-6, circuit 9-LB13 (BN/RD), harness side and ground.  A0004317 • Open the driver door. • **When the driver door is opened, does resistance drop to less than 5 ohms?**	**Yes** INSTALL a new front map lamp assembly. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B12 CHECK CIRCUITS 29S-LB12 (OG/YE) AND 31S-LB12 (BK/YE) FOR AN OPEN	
• Disconnect: LH Front Map Lamp C908. • Measure the voltage between LH front map lamp bulb C908-2, circuit 29S-LB12 (OG/YE), harness side and ground.  A0062610 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit 31S-LB12 (BK/YE). CLEAR the DTCs. REPEAT the self-test. **No** REPAIR circuit 29S-LB12 (OG/YE). CLEAR the DTCs. REPEAT the self-test.
B13 CHECK THE RH MAP LAMP SWITCH FOR VOLTAGE	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Disconnect: RH Front Map Lamp Switch C905. • Key in ON position. • Measure the voltage between the RH front map lamp switch C905-1, circuit 31S-LB19 (BK/BU), harness side and ground.  A0066592 • **Is the voltage greater than 10 volts?**	**Yes** GO to B14 . **No** GO to B15 .
B14 CHECK CIRCUIT 9-LB20 (BN/BU) FOR AN OPEN	

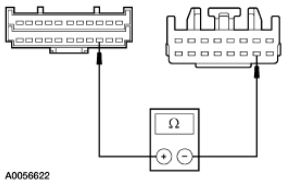
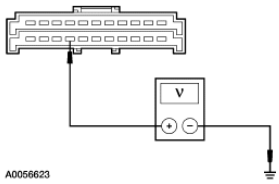
• Measure the resistance between RH front map lamp switch C905-6, circuit 9-LB20 (BN/BU), harness side and ground.  A0004317 • Open the driver door. • **When the driver door is opened, does resistance drop to less than 5 ohms?**	**Yes** INSTALL a new front map lamp assembly. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B15 CHECK CIRCUITS 29S-LB19 (OG/BU) AND 31S-LB19 (BK/BU) FOR AN OPEN	
• Disconnect: RH Front Map Lamp C903. • Measure the voltage between RH front map lamp C903-2, circuit 29S-LB19 (OG/BU), harness side and ground.  A0062610 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR circuit 31S-LB19 (BK/BU). CLEAR the DTCs. REPEAT the self-test. **No** REPAIR circuit 29S-LB19 (OG/BU). CLEAR the DTCs. REPEAT the self-test.
B16 VERIFY GRAB HANDLE INTERIOR LAMP SYMPTOM	
• Verify the area of the rear grab handle interior lamp symptom. • **Is the LH rear grab handle interior lamp inoperative?**	**Yes** GO to B17 . **No** GO to B19 .
B17 CHECK CIRCUIT 29S-LB14 (OG)	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Disconnect: LH Rear Grab Handle Lamp C9009. • Key in ON position. • Measure the voltage between the LH rear grab handle lamp C9009-1, circuit 29S-LB14 (OG) harness side and ground.	**Yes** GO to B18 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

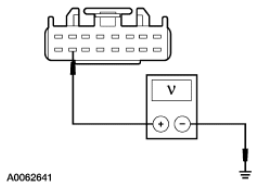
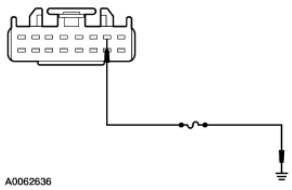
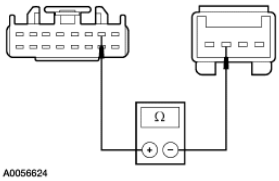
 A0056617 • **Is the voltage greater than 10 volts?**	
B18 CHECK CIRCUIT 9-LB14 (BN/BU) FOR AN OPEN	
• Measure the resistance between the LH rear grab handle lamp C9009-3, circuit 9-LB14 (BN/BU) harness side and ground.  A0056618 • Open the driver door. • **When the driver door is opened, does the resistance drop to less than 5 ohms?**	**Yes** INSTALL a new LH rear grab handle lamp assembly. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR circuit 9-LB14 (BN/BU). CLEAR the DTCs. REPEAT the self-test.
B19 CHECK CIRCUIT 29S-LB21 (OG/BK)	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Disconnect: RH Rear Grab Handle Lamp C9010. • Key in ON position. • Measure the voltage between the RH rear grab handle lamp C9010-1, circuit 29S-LB21 (OG/BK) harness side and ground.  A0056617 • **Is the voltage greater than 10 volts?**	**Yes** GO to B20 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B20 CHECK CIRCUIT 9-LB21 (BN/GN) FOR AN OPEN	
• Measure the resistance between the RH rear grab handle lamp C9010-3, circuit 9-LB21 (BN/GN) harness side and ground.	**Yes** INSTALL a new RH rear grab handle lamp assembly. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR circuit 9-LB21 (BN/GN). CLEAR the DTCs. REPEAT the self-test.

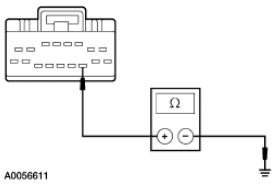
 • Open the driver door. • **When the driver door is opened, does the resistance drop to less than 5 ohms?**	
B21 VERIFY INTERIOR FRONT FOOTWELL LAMP SYMPTOM	
• Verify the area of the front footwell interior lamp symptom. • **Are both front footwell lamps inoperative?**	**Yes** GO to B28 . **No** If the LH footwell lamp is inoperative, GO to B22 . If the RH footwell lamp is inoperative, GO to B25 .
B22 CHECK CIRCUIT 29S-LC11 (OG/WH) FOR VOLTAGE	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Key in ON position. • Disconnect: LH Front Footwell Lamp C209. • Measure the voltage between the LH front footwell lamp C209-2, circuit 29S-LC11 (OG/WH), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to B24 . **No** GO to B23 .
B23 CHECK CIRCUIT 29S-LC11 (OG/WH) FOR AN OPEN	
• Key in OFF position. • Disconnect: Auxiliary Junction Box C283d. • Measure the resistance between the LH front footwell lamp C209-2, circuit 29S-LC11 (OG/WH), harness side and auxiliary junction box C283d-15, circuit 29S-LC11 (OG/WH), harness side.	**Yes** INSTALL a new auxiliary junction box. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

 A0004320 • **Is the resistance less than 5 ohms?**	
B24 CHECK CIRCUIT 31S-LC11 (BK/WH) FOR AN OPEN	
• Key in OFF position. • Disconnect: LH Instrument Panel Junction Block C224. • Measure the resistance between LH instrument panel junction block, C224-11, circuit 31S-LC11 (BK/WH), harness side and LH front footwell lamp C209-1, circuit 31S-LC11 (BK/WH), harness side.  A0056619 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR LH instrument panel junction block, C224. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B25 CHECK CIRCUIT 29S-LC23 (OG/WH) FOR VOLTAGE	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Key in ON position. • Disconnect: RH Front Footwell Lamp Bulb C266. • Measure the voltage between the RH front footwell lamp C266-2, circuit 29S-LC23 (OG/WH), harness side and ground.  A0004309 • **Is the voltage greater than 10 volts?**	**Yes** GO to B27 . **No** GO to B26 .
B26 CHECK CIRCUIT 29S-LC23 (OG/WH) FOR AN OPEN	
• Key on OFF position. • Disconnect: RH Instrument Panel Junction Block C261. • Measure the resistance between the RH front footwell lamp C266-2, circuit 29S-LC23 (OG/WH), harness side and RH instrument panel junction block, C261-18, circuit 29S-LC23 (OG/WH) harness side.	**Yes** Verify if the glove box lamp is operating correctly. If it is OK, REPAIR RH instrument panel junction block, C261. CLEAR the DTCs. REPEAT the self-test. If the glove box lamp is not

 • **Is the resistance less than 5 ohms?**	operating correctly, GO to B28 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B27 CHECK CIRCUIT 31S-LC23 (BK/WH) FOR AN OPEN	
• Key on OFF position. • Disconnect: LH Instrument Panel Junction Block C224. • Measure the resistance between the LH instrument panel junction block, C224-10, circuit 31S-LC23 (BK/WH), harness side and RH front footwell lamp C266-1, circuit 31S-LC23 (BK/WH), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR LH instrument panel junction block, C224. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B28 CHECK LH AND RH PUDDLE LAMPS	
• Verify the symptom. • **Are both puddle lamps inoperative?**	**Yes** INSTALL a new CJB. CLEAR the DTCs. REPEAT the self-test. **No** GO to B29 .
B29 CHECK LH AND RH FRONT FOOTWELL LAMPS	
• Verify the symptom. • **Are both front footwell interior lamps inoperative?**	**Yes** GO to B30 . **No** GO to B32 .
B30 CHECK VOLTAGE TO AUXILIARY JUNCTION BOX	
• Disconnect: Auxiliary Junction Box 283d. • Measure the voltage between the auxiliary junction box C283d-10, circuit 31S-LC4 (BK/BU), harness side and ground.  	**Yes** INSTALL a new auxiliary junction box. CLEAR the DTCs. REPEAT the self-test. **No** GO to B31 .

• **Is the voltage greater than 10 volts?**	
B31 CHECK CIRCUIT 31S-LC4 (BK/GN) FOR AN OPEN	
• Disconnect: LH Instrument Panel Junction Block C224. • Measure the resistance between the LH instrument panel junction block, C224-9, circuit 31S-LC4 (BK/BU), harness side and auxiliary junction box C283d-10, circuit 31S-LC4 (BK/BU), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR LH instrument panel junction block. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B32 CHECK RH FRONT FOOTWELL LAMP AND GLOVE BOX LAMP	
• Verify the symptom. • **Are the RH front footwell and glove box lamps the only lamps that are inoperative?**	**Yes** GO to B33 . **No** GO to B34 .
B33 CHECK CIRCUIT 29S-LC1 (OG/YE)	
• Disconnect: RH Instrument Panel Junction Block C261. • Key in ON position. • Measure the voltage between RH instrument panel junction block, C261-19, circuit 29S-LC1 (OG/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** REPAIR RH instrument panel junction block. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR circuit 29S-LC1 (OG/YE). CLEAR the DTCs. REPEAT the self-test.
B34 CHECK LH FOOTWELL LAMP AND LH PUDDLE LAMP	
• Verify the symptom. • **Are the LH footwell and LH puddle lamps the only lamps that are inoperative?**	**Yes** GO to B35 . **No** GO to B36 .
B35 CHECK CIRCUIT 29S-LC5 (OG/GN)	
• Disconnect: Auxiliary Junction Box C283b. • Key in ON position. • Measure the voltage between the auxiliary junction box C283b-15, circuit 29S-LC5 (OG/GN), harness side and	**Yes** INSTALL a new auxiliary junction box. CLEAR the DTCs. REPEAT the self-test.

ground.  A0062641 • **Is the voltage greater than 10 volts?**	**No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
B36 CHECK BOTH MAP AND BOTH GRAB HANDLE LAMPS OPERATION AT THE AUXILIARY JUNCTION BOX	
• Disconnect: Auxiliary Junction Box C283a. • Connect a 10A fused jumper between auxiliary junction box C283a-2, circuit 9-LB1 (BN), harness side and ground.  A0062636 • **Do both map and both rear grab handle lamps illuminate?**	**Yes** INSTALL a new auxiliary junction box. CLEAR the DTCs. REPEAT the self-test. **No** GO to B37 .
B37 CHECK CIRCUIT 9-LB1 (BN) FOR AN OPEN	
• Key in OFF position. • Disconnect: LH Rear Grab Handle Lamp C9009. • Measure the resistance between the LH rear grab handle lamp, C9009-3, circuit 9-LB14 (BN/BU), harness side and auxiliary junction box C283a-2, circuit 9-LB1 (BN), harness side.  A0056624 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR circuit 29S-LB2 (OG/BU). CLEAR the DTCs. REPEAT the self-test. **No** REPAIR circuit 9-LB1 (BN). CLEAR the DTCs. REPEAT the self-test.
B38 CHECK CIRCUIT 31-DK20 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Disconnect: FEM C201a • Measure the resistance between FEM C201a-11, circuit 31-DK20 (BK/RD) harness side and ground.	**Yes** GO to B39 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

 A0056611 • **Is the resistance less than 5 ohms?**	
B39 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test C: The Interior Lamps Stay On Continuously

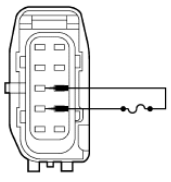
Normal Operation

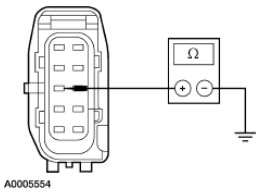
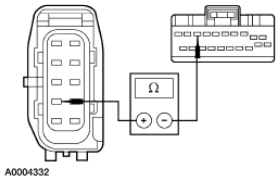
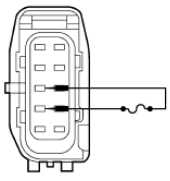
The interior lighting feature provides interior lighting whenever a door is ajar. The interior lamps are controlled through the FEM. The FEM provides the ground circuit for the front dome/map lamps, rear grab handle lamps, RH and LH footwell lamps and the RH and LH puddle lamps through common circuit 31S-LC3 (BK/OG). Power for the interior lamps is supplied through common circuit 29S-LB2 (OG/BU) from switched system power (SSP) relay 3. The LH and RH dome/map lamps and LH and RH grab handle lamps share a common power supply splice from circuit 29S-LB2 (OG/BU) and a common ground circuit splice to circuit 9-LB1 (BN). The LH and RH puddle lamps and LH and RH footwell lamps are supplied power from circuit 29S-LB2 (OG/BU) through the central junction box (CJB). All interior lamp ground circuits connect at the auxiliary junction box and combine into one common ground circuit 29S-LC3 (OG).

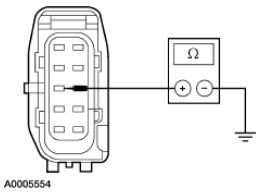
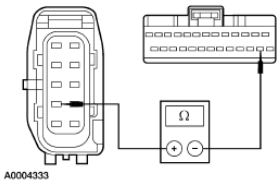
Possible Causes

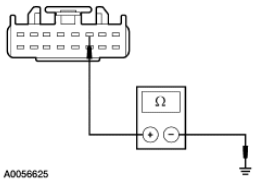
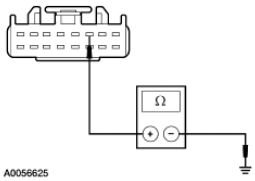
- driver door ajar switch
- passenger door ajar switch
- LH rear passenger door ajar switch
- RH rear passenger door ajar switch
- map lamp switches
- rear grab handle lamp switches
- FEM
- REM
- circuit 31-AA58 (BK) open
- circuit 31S-GL46 (BK/YE) open
- circuit 31S-GL47 (BK/BU) open
- circuit 31S-GL12 (BK/OG) short to ground
- circuit 31S-GL19 (BK/GN) short to ground
- circuit 31S-LC3 (OG/BK) short to ground
- circuit 9-LC34 (BN) short to ground
- circuit 9-LB1 (BN) short to ground

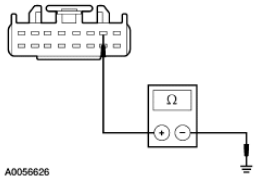
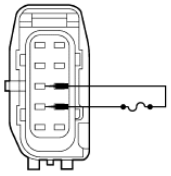
PINPOINT TEST C: THE INTERIOR LAMPS STAY ON CONTINUOUSLY

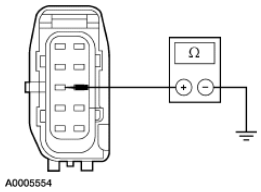
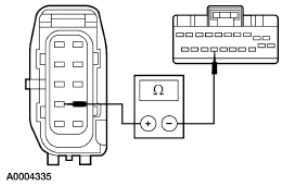
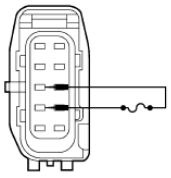
Test Step	Result / Action to Take
C1 USE THE RECORDED RESULTS FROM FEM SELF-TESTS	
• Use the recorded FEM continuous and self-test DTCs. • **Are any DTCs recorded?**	**Yes** If DTC B1319, GO to C3 . If DTC B1327, GO to C6 . For all other DTCs, REFER to DTC index in this section. **No** GO to C2 .
C2 USE THE RECORDED RESULTS FROM REM SELF-TESTS	
• Use the recorded REM continuous and self-test DTCs. • **Are any DTCs recorded?**	**Yes** If DTC B1335, GO to C20 . If DTC B1571, GO to C23 . For all other DTCs, REFER to DTC index in this section. **No** GO to C9 .
C3 CHECK THE DRIVER DOOR AJAR SWITCH	
• Key in OFF position. • Disconnect: Driver Door Lock Actuator C525. • Connect a fused jumper wire between driver door lock actuator C525-6, circuit 31-AA58 (BK), harness side and C525-8, circuit 31S-GL46 (BK/YE), harness side.  A0005553 • **Did the interior lamps tun OFF after 20-30 seconds?**	**Yes** INSTALL a new driver door lock actuator/ajar switch. REFER to Section 419-01 . CLEAR the DTCs. REPEAT the self-test. **No** GO to C4 .
C4 CHECK CIRCUIT 31-AA58 (BK) FOR AN OPEN	
• Measure the resistance between driver door lock actuator C525-6, circuit 31-AA58 (BK), harness side and ground.	**Yes** GO to C5 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

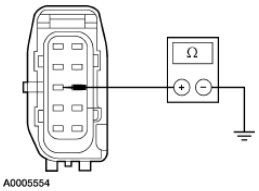
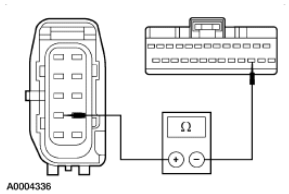
 A0005554 • **Is the resistance less than 5 ohms?**	
C5 CHECK CIRCUIT 31S-GL46 (BK/YE) FOR AN OPEN	
• Disconnect: FEM C201f. • Measure the resistance between driver door lock actuator, C525-8, circuit 31S-GL46 (BK/YE), harness side and FEM, C201f-8, circuit 31S-GL46 (BK/YE), harness side.  A0004332 • **Is the resistance less than 5 ohms?**	**Yes** GO to C26 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C6 CHECK THE FRONT PASSENGER DOOR AJAR SWITCH	
• Key in OFF position. • Disconnect: Front Passenger Door Lock Actuator C609. • Connect a fused jumper wire between front passenger door lock actuator, C609-6, circuit 31-AA58 (BK), harness side and C609-8, circuit 31S-GL47 (BK/BU), harness side.  A0005553 • **Did the interior lamps tun OFF after 20-30 seconds?**	**Yes** INSTALL a new passenger door lock actuator/ajar switch. REFER to Section 419-01 . CLEAR the DTCs. REPEAT the self-test. **No** GO to C7 .
C7 CHECK CIRCUIT 31-AA58 (BK) FOR AN OPEN	
• Measure the resistance between front passenger door lock actuator, C609-6, circuit 31-AA58 (BK), harness side and ground.	**Yes** GO to C8 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

 A0005554 • **Is the resistance less than 5 ohms?**	
C8 CHECK CIRCUIT 31S-GL47 (BK/BU) FOR AN OPEN	
• Key in OFF position. • Disconnect: FEM C201e. • Measure the resistance between front passenger door lock actuator, C609-8, circuit 31S-GL47 (BK/BU), harness side and FEM, C201e-15, circuit 31S-GL47 (BK/BU), harness side.  A0004333 • **Is the resistance less than 5 ohms?**	**Yes** GO to C26 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C9 CHECK LH FRONT MAP READING LAMP OPERATION	
• Key in ON position. • Activate the LH front map reading lamp demand switch. • **Do all other interior lamps turn OFF?**	**Yes** GO to C12 . **No** GO to C10 .
C10 CHECK RH FRONT MAP READING LAMP OPERATION	
• Activate the RH front map lamp switch. • **Do all other interior lamps turn OFF?**	**Yes** GO to C13 . **No** GO to C11 .
C11 CHECK LH GRAB HANDLE LAMP SWITCH OPERATION	
• Activate the LH rear grab handle lamp switch. • **Do all other interior lamps turn OFF?**	**Yes** INSTALL a new LH rear grab handle lamp assembly. CLEAR the DTCs. REPEAT the self-test. **No** GO to C14 .
C12 CHECK CIRCUIT 31S-LB12 (BK/YE) FOR SHORT TO GROUND	
• Disconnect: LH Front Map Reading Lamp Switch C910.	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

• **Does the LH front map lamp stay ON?**	**No** INSTALL a new front map lamp assembly. CLEAR the DTCs. REPEAT the self-test.
C13 CHECK CIRCUIT 31S-LB19 (BK/BU) FOR SHORT TO GROUND	
• Disconnect: RH Front Map Reading Lamp Switch C905. • **Does the RH front map lamp stay ON?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new front map lamp assembly. CLEAR the DTCs. REPEAT the self-test.
C14 CHECK RH GRAB HANDLE LAMP SWITCH OPERATION	
• Activate the RH rear grab handle lamp switch. • **Do all other interior lamps turn off?**	**Yes** INSTALL a new RH rear grab handle lamp assembly. CLEAR the DTCs. REPEAT the self-test. **No** GO to C15 .
C15 ISOLATE CIRCUIT 31S-LC3 (BK/OG) AND FEM FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: Auxiliary Junction Box C283b. • Measure the resistance between auxiliary junction box, C283b-3, circuit 31S-LC3 (BK/OG), harness side and ground.  • **Is resistance greater than 10,000 ohms?**	**Yes** GO to C17 . **No** GO to C16 .
C16 CHECK CIRCUIT 31S-LC3 (BK/OG) FOR SHORT TO GROUND	
• Disconnect: FEM C201f. • Measure the resistance between auxiliary junction box C283b-3, circuit 31S-LC3 (BK/OG), harness side and ground.  	**Yes** GO to C26 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

• **Is the resistance greater than 10,000 ohms?**	
C17 CHECK CIRCUIT 9-LC34 (BN) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: Auxiliary Junction Box C283b. • **Are all interior lamps still on?**	**Yes** GO to C18 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C18 ISOLATE THE FOOTWELL LAMP CIRCUITS FOR SHORT TO GROUND	
• Disconnect: Auxiliary Junction Box C283d. • **Are all the interior lamps still on?**	**Yes** GO to C19 . **No** REPAIR circuit 31S-LC4 (OG/YE). CLEAR the DTCs. REPEAT the self-test.
C19 CHECK CIRCUITS 9-LB1 (BN) AND 9-LC36 (BN) FOR SHORT TO GROUND	
• Disconnect: Auxiliary Junction Box C283a. • Measure the resistance between auxiliary junction box, C283a-2, circuit 9-LB1 (BN), harness side and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new auxiliary junction box. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.
C20 CHECK THE RH REAR PASSENGER DOOR AJAR SWITCH	
• Key in OFF position. • Disconnect: RH Rear Passenger Door Lock Actuator C804. • Connect a fused jumper wire between RH rear passenger door lock actuator C804-6, circuit 31-AA58 (BK), harness side and C804-8, circuit 31S-GL19 (BK/GN), harness side.  • **Did the interior lamps tun OFF after 20-30 seconds?**	**Yes** INSTALL a new RH rear passenger door lock actuator/ajar switch. REFER to Section 419-01 . CLEAR the DTCs. REPEAT the self-test. **No** GO to C21 .

C21 CHECK CIRCUIT 31-AA58 (BK) FOR AN OPEN	
• Measure the resistance between RH rear passenger door lock actuator, C804-6, circuit 31-AA58 (BK), harness side and ground.  A0005554 • **Is the resistance less than 5 ohms?**	**Yes** GO to C22 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C22 CHECK CIRCUIT 31S-GL19 (BK/GN) FOR AN OPEN	
• Disconnect: REM C420d. • Measure the resistance between RH rear passenger door lock actuator, C804-8, circuit 31S-GL19 (BK/GN), harness side and REM C420d-17, circuit 31S-GL19 (BK/GN), harness side.  A0004335 • **Is the resistance less than 5 ohms?**	**Yes** GO to C27 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C23 CHECK THE LH REAR PASSENGER DOOR AJAR SWITCH	
• Key in OFF position. • Disconnect: LH Rear Passenger Door Lock Actuator C704. • Connect a fused jumper wire between LH rear passenger door lock actuator, C704-6, circuit 31-AA58 (BK), harness side and C704-8, circuit 31S-GL12 (BK/OG), harness side.  A0005553 • **Did the interior lamps tun OFF after 20-30 seconds?**	**Yes** INSTALL a new LH rear passenger door lock actuator/ajar switch. REFER to Section 419-01 . CLEAR the DTCs. REPEAT the self-test. **No** GO to C24 .
C24 CHECK CIRCUIT 31-AA58 (BK) FOR AN OPEN	

• Measure the resistance between LH rear passenger door lock actuator C704-6, circuit 31-AA58 (BK), harness side and ground.  A0005554 • **Is the resistance less than 5 ohms?**	**Yes** GO to C25 . **No** REPAIR circuit 31-AA58 (BK). CLEAR the DTCs. REPEAT the self-test.
C25 CHECK CIRCUIT 31S-GL12 (BK/OG) FOR AN OPEN	
• Disconnect: REM C420c. • Measure the resistance between LH rear passenger door lock actuator C704-8, circuit 31S-GL12 (BK/OG), harness side and REM C420c-16, circuit 31S-GL12 (BK/OG), harness side.  A0004336 • **Is the resistance less than 5 ohms?**	**Yes** GO to C27 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
C26 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all FEM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

C27 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test D: The Glove Compartment, LH and RH Map Lamps, LH and RH Vanity Mirror Lamps or LH and RH Grab Handle Lamps are Inoperative

Normal Operation

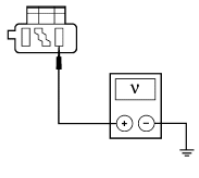
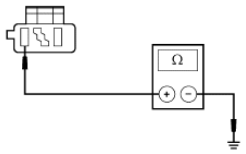
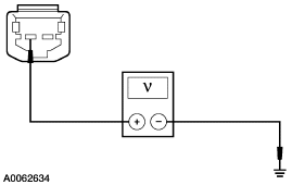
The demand lamps consist of the glove compartment lamp, LH and RH map lamps, LH and RH vanity mirror lamps and the LH and RH grab handle lamps. Switched system power is supplied to these lamps through SSP relay 3, and circuit 29S-LB2 (OG/BU). The glove compartment lamp uses ground circuit 31-LB8 (BK/OG). All other demand lamps are spliced into a common ground circuit 31-LB3 (BK/OG).

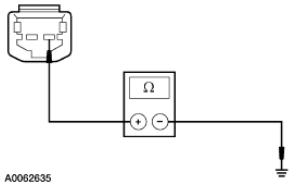
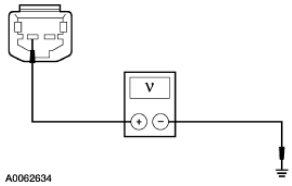
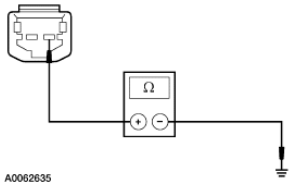
Possible Causes

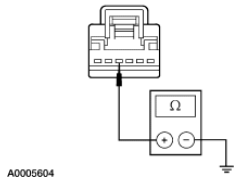
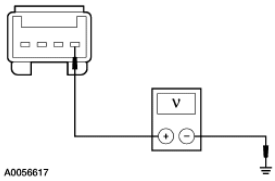
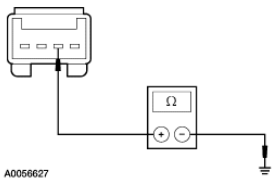
- circuit 29S-LB8 (OG) open
- circuit 31-LB8 (BK/OG) open
- circuit 29S-LB16 (OG/GN) open
- circuit 31-LB16 (BK/RD) open
- circuit 29S-LB23 (OG/WH) open
- circuit 31-LB23 (BK/WH) open
- circuit 29S-LB14 (OG) open
- circuit 31-LB14 (BK) open
- circuit 29S-LB21 (OG/BK) open
- circuit 31-LB21 (BK) open
- individual demand lamp
- individual demand lamp switch

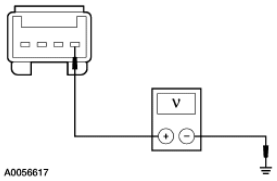
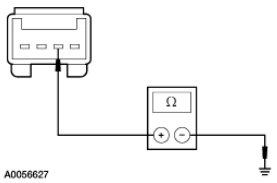
PINPOINT TEST D: THE GLOVE COMPARTMENT, LH AND RH MAP LAMPS, LH AND RH VANITY MIRROR LAMPS OR LH AND RH REAR GRAB HANDLE LAMPS ARE INOPERATIVE

Test Step	Result / Action to Take
D1 VERIFY LAMP SYMPTOM	
NOTE: If any of the interior lamps are also inoperative, refer to GO to Symptom Chart . If multiple lamps are inoperative, Go To Pinpoint Test C . • Verify the inoperative lamp. • **Is the glove compartment lamp inoperative?**	**Yes** GO to D2 . **No** If the LH hand visor lamp is inoperative, GO to D4 . If the RH hand visor lamp is inoperative, GO to D6 . If a map lamp is inoperative, GO to D8 . If the LH rear grab handle lamp is inoperative, GO to D9 . If the RH rear grab handle is inoperative, GO to D11 .
D2 CHECK CIRCUIT 29S-LB8 (OG) FOR AN OPEN	

NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Disconnect: Glove Compartment Lamp And Switch C254. • Measure the voltage between glove compartment lamp and switch, C254-1, circuit 29S-LB8 (OG), harness side and ground.  A0005603 • **Is the voltage greater than 10 volts?**	**Yes** GO to D3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D3 CHECK CIRCUIT 31-LB8 (BK/OG) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between glove compartment lamp and switch, C254-2, circuit 31-LB8 (BK/OG), harness side and ground.  A0062611 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new glove compartment lamp and switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D4 CHECK CIRCUIT 29S-LB16 (OG/GN) FOR OPEN	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Disconnect: LH Vanity Mirror Lamp And Switch C907. • Measure the voltage between LH vanity mirror lamp and switch C907-2, circuit 29S-LB16 (OG/GN), harness side and ground.  A0062634 • **Is the voltage greater than 10 volts?**	**Yes** GO to D5 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D5 CHECK CIRCUIT 31-LB16 (BK/RD) FOR AN OPEN	

• Key in OFF position. • Measure the resistance between LH vanity mirror lamp and switch C907-1, circuit 31-LB16 (BK/RD), harness side and ground.  A0062635 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new LH vanity mirror lamp and switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D6 CHECK CIRCUIT 29S-LB23 (OG/WH) FOR AN OPEN	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Key in OFF position. • Disconnect: RH Vanity Mirror Lamp And Switch C906. • Key in ON position. • Measure the voltage between RH vanity mirror lamp and switch C906-2, circuit 29S-LB23 (OG/WH), harness side and ground.  A0062634 • **Is the voltage greater than 10 volts?**	**Yes** GO to D7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D7 CHECK CIRCUIT 31-LB23 (BK/WH) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between RH vanity mirror lamp and switch C906-1, circuit 31-LB23 (BK/WH), harness side and ground.  A0062635 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new RH vanity mirror lamp and switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D8 CHECK GROUND CIRCUIT TO MAP SWITCH	
• Key in OFF position. • Disconnect: Front Map Reading Lamp Switch C905 Or C910. • For the LH front map reading lamp switch measure the resistance between C910-4, circuit 31-LB13 (BK/BU), harness side and	**Yes** INSTALL a new front map lamp assembly. CLEAR the DTCs. REPEAT the self-test.

ground. For the RH front map reading lamp switch measure the resistance between C905-4, circuit 31-LB20 (BK/OG), harness side and ground.  A0005604 • **Are the resistance less than 5 ohms?**	**No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D9 CHECK CIRCUIT 29S-LB14 (OG) FOR OPEN	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Disconnect: LH Rear Grab Handle Lamp And Switch C9009. • Measure the voltage between LH rear grab handle lamp and switch, C9009-1, circuit 29S-LB14 (OG), harness side and ground.  A0056617 • **Is the voltage greater than 10 volts?**	**Yes** GO to D10 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D10 CHECK CIRCUIT 31-LB14 (BK) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between LH rear grab handle lamp and switch, C9009-2, circuit 31-LB14 (BK), harness side and ground.  A0056627 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new LH rear grab handle lamp and switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
D11 CHECK CIRCUIT 29S-LB21 (OG/BK) FOR AN OPEN	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Key in OFF position. • Disconnect: RH Rear Grab Handle Lamp And Switch C9010.	**Yes** GO to D12 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

• Key in ON position. • Measure the voltage between RH rear grab handle lamp and switch C9010-1, circuit 29S-LB21 (OG/BK), harness side and ground.  A0056617 • **Is the voltage greater than 10 volts?**	
D12 CHECK CIRCUIT 31-LB21 (BK) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between RH rear grab handle lamp and switch, C9010-2, circuit 31-LB21 (BK), harness side and ground.  A0056627 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new RH rear grab handle lamp and switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test E: The Interior Lamps Stay On Continuously Luggage Compartment Lamp Only

Normal Operation

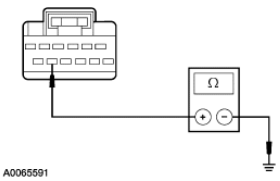
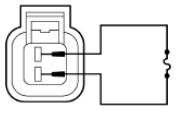
The luggage compartment lamp is controlled through the REM. SSP relay 4 supplies power to the lamp through circuit 29S-LB4 (OG/BK). The luggage compartment lid ajar switch provides a ground signal to the REM through circuit 8-GL20 (WH/BK) which, in turn, provides a ground signal to the luggage compartment lamp through circuit 31S-LB25 (BK/BU).

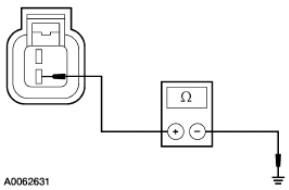
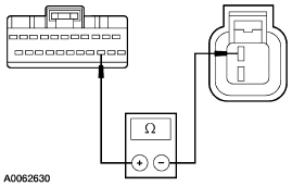
Possible Causes

- circuit 31S-LB25 (BK/BU) short to ground
- circuit 31-GL20 (BK/RD) open
- circuit 8-GL20 (WH/BK) open
- luggage compartment lid ajar switch
- REM

PINPOINT TEST E: THE INTERIOR LAMPS STAY ON CONTINUOUSLY LUGGAGE COMPARTMENT LAMP ONLY

Test Step	Result / Action to Take
E1 RETRIEVE DIAGNOSTIC TROUBLE CODES	
• Use recorded results from REM self-test. • **Are any DTCs recorded?**	**Yes** If B1331 GO to E4 . For all other DTCs REFER to

	the REM Diagnostic Trouble Code (DTC) Index in this section. **No** GO to E2 .
E2 CHECK THE LUGGAGE COMPARTMENT LID AJAR SWITCH INPUT TO THE REM	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Connect the diagnostic tool. • Enter the following diagnostic mode on the diagnostic tool: PID/DATA Record and Monitor. • While opening and closing the luggage compartment lid, monitor the REM PID DECKLID. • **Do the REM PID values agree with the luggage compartment lid positions?**	**Yes** GO to E3 . **No** GO to E4 .
E3 CHECK CIRCUIT 31S-LB25 (BK/BU) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: REM C420a. • Disconnect: Luggage Compartment Lid Lamp C428. • Measure the resistance between the REM, C420a-11, circuit 31S-LB25 (BK/BU), harness side and ground.  A0065591 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to E7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
E4 CHECK THE LUGGAGE COMPARTMENT LID AJAR SWITCH	
• Disconnect: Luggage Compartment Lid Ajar Switch C429. • Connect a fused (10A) jumper wire between the luggage compartment lid ajar switch C429-1, circuit 8-GL20 (WH/BK) and C429-2, circuit 31-GL20 (BK/RD) harness side.  A0062632 • **Does the luggage compartment lid lamp go OFF?**	**Yes** INSTALL a new luggage compartment lid ajar switch. REFER to Section 419-01 . CLEAR the DTCs. REPEAT the self-test. **No** GO to E5 .

E5 CHECK CIRCUIT 31-GL20 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the luggage compartment lid ajar switch, C429-2, circuit 31-GL20 (BK/RD), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** GO to E6 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
E6 CHECK CIRCUIT 8-GL20 (WH/BK) FOR AN OPEN	
• Disconnect: REM C420b. • Measure the resistance between the REM, C420b-14, circuit 8-GL20 (WH/BK) , harness side and luggage compartment lid ajar switch, C429-1, circuit 8-GL20 (WH/BK), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to E7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
E7 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test F: The Luggage Compartment Lamp is Inoperative

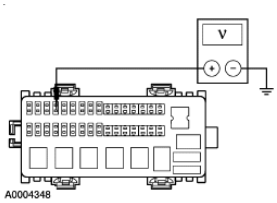
Normal Operation

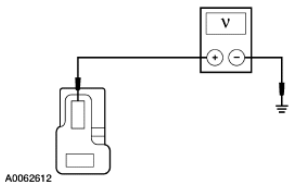
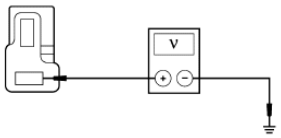
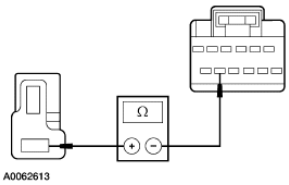
The luggage compartment lamp is controlled through the REM. SSP relay 4 supplies power to the lamp through circuit 29S-LB4 (OG/BK). The luggage compartment lid ajar switch provides a ground signal to the REM through circuit 8-GL20 (WH/BK) which, in turn, provides a ground signal to the luggage compartment lamp through circuit 31S-LB25 (BK/BU).

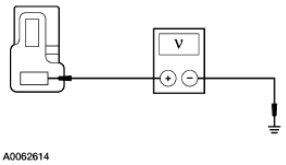
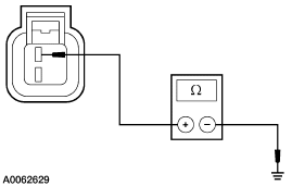
Possible Causes

- luggage compartment lid ajar switch
- battery junction box (BJB) fuse 4 (10A)
- BJB
- REM
- circuit 29S-LB25 (OG/BU) open
- circuit 31S-LB25 (BK/BU) open
- circuit 31S-LB25 (BK/BU) short to ground
- 8-GL20 (WH/BK) short to ground

PINPOINT TEST F: THE LUGGAGE COMPARTMENT LAMP IS INOPERATIVE

Test Step	Result / Action to Take
F1 RETRIEVE REM DIAGNOSTIC TROUBLE CODES	
• Use recorded results from REM self-test. • **Are any REM DTCs recorded?**	**Yes** REFER to REM Diagnostic Trouble Code (DTC) Index. **No** GO to F2 .
F2 CHECK THE LUGGAGE COMPARTMENT LID AJAR SWITCH INPUT TO THE REM	
NOTE: The ignition switch must be cycled from OFF to ON to enable the switched system power feature. The switched system power will remain active for one half-hour after ignition is turned OFF. Refer to Principles of Operation for switched system power operation. • Connect the diagnostic tool. • Enter the following diagnostic mode on the diagnostic tool: PID/DATA Record and Monitor. • While opening and closing the luggage compartment lid, monitor the REM PID DECKLID. • **Does the REM PID values DECKLID agree with the luggage compartment lid position?**	**Yes** GO to F3 . **No** GO to F8 .
F3 CHECK POWER TO THE BJB FUSE 4 (10A)	
• Disconnect: BJB fuse 4 (10A) • Key in ON position. • Measure the voltage between the BJB fuse 4 (10A) input side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** INSTALL BJB fuse 4 (10A) andGO to F4 . **No** REPAIR supply circuit to the BJB. CLEAR the DTCs. REPEAT the self-test.
F4 CHECK CIRCUIT 29S-LB25 (OG/BU) FOR AN OPEN	

• Disconnect: Luggage Compartment Lid Lamp C428. • Measure the voltage between luggage compartment lid lamp, C428-1, circuit 29S-LB25 (OG/BU), harness side and ground.  A0062612 • **Is the voltage greater than 10 volts?**	**Yes** GO to F5 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
F5 CHECK CIRCUIT 31S-LB25 (BK/BU) FOR VOLTAGE	
• Measure the voltage between luggage compartment lid lamp, C428-2, circuit 31S-LB25 (BK/BU), harness side and ground.  A0062614 • **Is the voltage greater than 10 volts?**	**Yes** GO to F7 . **No** GO to F6 .
F6 CHECK CIRCUIT 31S-LB25 (BK/BU) FOR AN OPEN	
• Key in OFF position. • Disconnect: REM C420a. • Measure the resistance between the REM, C420a-11, circuit 31S-LB25 (BK/BU), harness side and luggage compartment lid lamp, C428-2, circuit 31S-LB25 (BK/BU), harness side.  A0062613 • **Is the resistance less than 5 ohms?**	**Yes** GO to F10 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
F7 CHECK CIRCUIT 31S-LB25 (BK/BU) FOR SHORT TO BATTERY	
• Key in OFF position. • Disconnect: REM C420b. • Key in ON position. • Measure the voltage between the luggage compartment lid lamp, C428-2, circuit 31S-LB25 (BK/BU) harness side and ground.	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to F10 .

 A0062614 • **Is the voltage greater than 10 volts?**	
F8 CHECK FOR A STUCK OR STICKING LUGGAGE COMPARTMENT AJAR SWITCH	
• Key in ON position. • Disconnect: Luggage Compartment Lid Ajar Switch C429. • While disconnecting the luggage compartment lid ajar switch observe luggage compartment lamp. • **Does the luggage compartment lid lamp go ON?**	**Yes** INSTALL a new luggage compartment lid ajar switch. REFER to Section 419-01 . TEST the system for normal operation. **No** GO to F9 .
F9 CHECK CIRCUIT 8-GL20 (WH/BK) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: REM C420b. • Measure resistance between the luggage compartment lid ajar switch, C429-1, circuit 8-GL20 (WH/BK), harness side and ground.  A0062629 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to F10 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
F10 CHECK FOR CORRECT REM OPERATION	

• Disconnect all REM connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

-- I --

Identification Codes

Identification Tags

Ignition Coil-On-Plug and Spark Plug - LH

Ignition Coil-On-Plug and Spark Plug - RH

Ignition Coil-On-Plug and Spark Plug

Ignition Lock Cylinder

Important Safety Instructions

In-Vehicle Temperature Sensor

Inertia Fuel Shutoff (IFS) Switch

Information And Message Center

DESC & OPER: Information, Gauges and Warning Devices

DIAG & TEST: Information, Gauges and Warning Devices

Information, Gauges and Warning Devices Component Location Index

Information, Gauges and Warning Devices, Section Table of Contents

Inspection and Repair After a Supplemental Restraint System (SRS) Deployment

Instrument Cluster and Panel Illumination

DESC & OPER: Information, Gauges and Warning Devices

DIAG & TEST: Information, Gauges and Warning Devices

REM & INST: Information, Gauges and Warning Devices

Instrument Cluster

DESC & OPER: Information, Gauges and Warning Devices

DIAG & TEST: Information, Gauges and Warning Devices

REM & INST: Information, Gauges and Warning Devices

Instrument Panel Registers

Instrument Panel

Intake Air and Engine Ignition Component Location Index

COMPONENT LOC: Intake Air, Fuel Charging and Engine Electronics 3.0L (4V)

COMPONENT LOC: Intake Air, Fuel Charging and Engine Electronics 3.9L

Intake Air Distribution and Filtering

DIAG & TEST: Intake Air, Fuel Charging and Engine Electronics 3.0L (4V)

DIAG & TEST: Intake Air, Fuel Charging and Engine Electronics 3.9L

Intake Air

DESC & OPER: Intake Air, Fuel Charging and Engine Electronics 3.0L (4V)

DESC & OPER: Intake Air, Fuel Charging and Engine Electronics 3.9L

Intake Air, Fuel Charging and Engine Electronics 3.0L (4V), Section Table of Contents

Intake Air, Fuel Charging and Engine Electronics 3.9L, Section Table of Contents

Intake Manifold Tuning (IMT) Valve

Intake Manifold

Interior Lighting Component Location Index

Interior Lighting

DESC & OPER: Interior Lighting

DIAG & TEST: Interior Lighting

Section Table of Contents

Interior Mirror

Interior Trim Panels

Module Component Location Index

Printable View (738 KB)

Module Location Standard Corporate Protocol (SCP) Network LH Front

Module Location Standard Corporate Protocol (SCP) Network RH Front

Module Location Standard Corporate Protocol (SCP) Network Rear

Module Location International Standards Organization (ISO) Network

Module Location Universal Asynchronous Recieve-Transmit (UART) Based Protocol UBP Network

Printable View (7 KB)

General Specifications

Item	Specification
Heat shrink tube overlap mm (inch)	12.7 (0.5)
Wire insulation removal length (twist side) mm (inch)	37.2 (1.5)
Wire insulation removal length (receiving side) mm (inch)	19.5 (0.75)
Raychem SCT® Heat Shrink Tubing, Motorcraft part number WT-5627	ESB-M99D56-A2

Torque Specifications Torque Specifications

Description	Nm	lb-in
Battery ground cable	10	89
Rear electronic module (REM) nuts	7	62
Front electronic module (FEM) bolt	9	80
Front electronic module (FEM) nuts	4	35
Auxiliary junction block nuts	3	27

Communications Network Printable View (18 KB)

4-Wheel Anti-Lock Brake/Traction Control (ABS/TC) Control Module Or Stability Assist Module (if equipped)

The anti-lock brake system/traction (ABS/TC) control module or stability assist module (if equipped) are on the standard corporate protocol (SCP) communication network. The ABS/TC control module or stability assist module controls the brake pressure to the four wheels to keep the vehicle under control while braking. For additional information, refer to Section 206-09 .

Front Electronic Module (FEM)/Rear Electronic Module (REM)

The front electronic module (FEM) and rear electronic module (REM) are connected to the SCP communication network. The FEM and the REM control both interior and exterior lighting and active anti-theft functions. For additional information on interior lamps, refer to Section 417-02 . For additional information on exterior lighting, refer to Section 417-01 . For additional information on active anti-theft, Section 419-01 .

Restraint Control Module (RCM)

The restraint control module (RCM) is on the international standards organization (ISO) 9141 network. The RCM controls the deployment of the air bags based on sensor input. For additional information, refer to Section 501-20B .

Instrument Cluster

The instrument cluster is on the SCP communication network. It is an analog face cluster with a digital odometer. The instrument cluster displays a variety of information. For additional information, refer to Section 413-00 .

Powertrain Control Module (PCM)

The powertrain control module (PCM) is on the controller area network (CAN) communication network. The PCM controls the engine for better fuel economy, emissions control, failure mode detection and storage. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual for diagnosis and testing of the PCM.

Dual Automatic Temperature Control (DATC) Module

The dual automatic temperature control (DATC) module is on the SCP communication network. The DATC module controls automatic climate functions that maintain the vehicle interior temperature at a constant setting. For additional information, refer to Section 412-00 .

Audio Control Module (ACM)

The audio control module (ACM) is connected to the SCP communication network and also to the audio control protocol (ACP) communication network. The ACM communicates with the compact disc player/changer using the ACP. The ACM uses the SCP network for diagnostics. For additional information on the ACM and the compact disc player/changer, refer to Section 415-00 .

Navigation System Module

The navigation system module is on the SCP communication network. The vehicle navigation system provides a feature that will guide the user to any entered destination. The system uses the global positioning sensor (GPS), vehicle speed, and other sensor information to accurately establish the vehicle position. The

navigation system module compares this position to the CD-ROM vector map. The system then provides the maneuvers required during the journey in order to arrive at the destination entered. For additional information, refer to Section 419-02 .

Driver Seat Module (DSM)

The driver seat module (DSM) is on the SCP communication network. The DSM controls the positioning and programming of the driver seat. For additional information, refer to Section 501-10 .

Driver Climate Control Seat Module

The driver climate control seat module is on the universal asynchronous transmitter-receiver (UART)-based protocol UBP communications network. The driver climate control seat module controls the heating and cooling elements in the seat for passenger comfort. For additional driver climate control seat module information, refer to Section 501-10 .

Passenger Climate Control Seat Module

The passenger climate control seat module is on the UBP communications network. The passenger climate control seat module controls the heating and cooling elements in the seat for passenger comfort. For additional passenger climate control seat module information, refer to Section 501-10 .

Parking Aid Module

The parking aid module is connected to the UBP communications network. The module controls sensors in the rear bumper that detect close objects when the transmission is in REVERSE. For additional information, refer to Section 413-00 .

Electric Parking Brake Module

The electric parking brake module is connected to the SCP communication network. The module controls the solenoid which applies and releases the parking brake. For additional electric parking brake module information, refer to Section 206-00 .

Driver Door Module (DDM)

The driver door module (DDM) is connected to the SCP communication network. The DDM accepts the user memory set and recall buttons. The DDM then sends the memory set and recall commands to the other modules over the SCP bus. The DDM also controls the driver mirror (memory positions are stored there and manual functions are controlled there). The DSM controls the driver seat. The FEM control the passenger mirror and adjustable pedals positions. The instrument cluster controls the steering column positions. For additional information, refer to Section 501-14 .

Principles of Operation

The vehicle has four module communication networks: the controller area network (CAN) communications network, the standard corporate protocol (SCP), which is an unshielded twisted pair cable data bus plus and data bus minus, the universal asynchronous receiver-transmitter (UART)-based protocol (UBP) communications network, a single wire network and the international standards organization (ISO) 9141 communications network, which is a single wire network. All four networks are connected to the data link connector (DLC). This makes diagnosis and testing of these systems easier by allowing one smart tester to be able to diagnose and control any module on the two networks from one connector. The DLC can be found under the instrument panel between the steering column and the radio.

The CAN communications network is a high speed communication network used for powertrain communication. The CAN communication network will remain operational even with the severing of one of the bus wires. Communications will also continue if one of the bus wires is shorted to ground or voltage, or if some but not all termination resistors are lost.

The SCP communications network will remain operational even with the severing of one of the bus wires. Communications will also continue if one of the bus wires is shorted to ground or voltage, or if some but not all termination resistors are lost.

The ISO 9141 communications network does not permit intermodule communication. When the diagnostic tool communicates to modules on the ISO 9141 communication network, the diagnostic tool must ask for all information; the modules cannot initiate communications. The ISO 9141 communications network will not function if the wire is shorted to ground or battery voltage. Also, if one of the modules on the ISO 9141 communications network loses power or shorts internally, communications to that module will fail.

The UBP communications network will not function if the wire is shorted to ground or voltage. The UBP is different from the ISO communication network in that it allows intermodule communication.

Module Configuration Printable View (12 KB)

Principles of Operation

Some modules must be programmed as part of the repair procedure. If this procedure is not followed the module will not function correctly and may set a number of DTCs, including B2477 or P1639, which indicate that some necessary data has not been programmed into the module.

Modules that need programming should not be exchanged between vehicles. In most cases the parameter values or settings are unique to that vehicle, and if not set correctly will cause concerns or faults.

Some programmable parameters, such as belt minder on/off, can be changed from the factory setting at the customer's request.

Worldwide Diagnostic System (WDS) will automatically attempt to retrieve the module configuration information from all modules when vehicle ID is carried out. If the module does not contain correct information, the diagnostic tool will either request "As-Built" data or display a list of items that will need to be manually configured. The diagnostic tool will program the module based on the data entered.

There are three different methods that are used for module programming:

- programmable module installation
- calibration update
- programmable parameters

Some modules do not support all three methods.

Programmable Module Installation (PMI)

The programmable module installation (PMI) method is used when a new programmable module is installed on the vehicle. It is no longer necessary to command the diagnostic tool to gather module option content from the old module. The diagnostic tool automatically obtains any available module option content information from the old module during the vehicle ID routine that runs when the diagnostic tool is initially connected to the vehicle. It is important that you connect WDS to the vehicle and allow it to identify the vehicle and obtain configuration data prior to removing any modules.

Calibration Update

Calibration update is used to install a new calibration and strategy into a module. The updates are usually issued to fix a concern in the module software and would normally be addressed by a technical service bulletin (TSB). This method has been used by the PCM for several years. Other modules will be adopting this strategy as well.

Programmable Parameters

This method is used to configure parameters that can be modified in service. These are typically at the preference of the customer. Not all features controlled by the module are listed in this configuration method. Refer to the Module Controlled Functions in this section for a list of features by system.

If a module that has been modified using programmable parameters needs to be installed, the PMI procedure will maintain the parameters in their altered state if the WDS is able to communicate with the old module

during Vehicle ID. Otherwise you may need to use programmable parameters to return them to the altered state.

Vehicle Identification (VID) Block

Some PCMs contain a memory area called a vehicle identification (VID) block. The VID block is used to store backup data for the powertrain configuration information only.

As-Built Data Center

The As-Built Data Center maintains a record of the vehicle configuration in a database. The vehicle VIN is required to obtain this information. The As-Built Data Center records the applicable module configurations stored in each module before the vehicle leaves the factory. The As-Built Data Center will always reflect the original build of the vehicle as it left the factory. Only contact the As-Built Data Center when directed to do so by the diagnostic tool.

Inspection and Verification

1. Visually inspect for obvious signs of electrical damage. Refer to the following chart:

   Visual Inspection Chart

Electrical
• Wiring harness • Connectors

Configurable Modules

The vehicle contains the following modules that are configurable:

- anti-lock brake/traction control (ABS/TC) or stability assist module (if equipped)
- dual automatic temperature control (DATC)
- driver door module (DDM)
- driver climate control seat module
- passenger climate control seat module
- instrument cluster
- front electronics module (FEM)
- message center
- rear electronics module (REM)
- navigation system module
- audio control module (ACM)
- electronic parking brake

Programmable Parameters Index

System	Programmable Parameter Items
Warnings and chimes	Belt minder
Security	

	• Two-stage unlock • Easy entry/exit • Horn chirp • Auto-locks
Message center	• Default oil life warning threshold

Module Controlled Functions

Printable View (10 KB)

The multifunction modules consist of the following:

- front electronic module (FEM)
- rear electronic module (REM)
- driver door module (DDM)
- driver seat module (DSM)

Principles of Operation

Front Electronic Module (FEM), Rear Electronic Module (REM)

The front electronic module (FEM) and rear electronic module (REM) control adjustable pedals, RH exterior mirror, interior and exterior lighting and active anti-theft functions. For additional information on interior lamps, refer to Section 417-02 . For additional information on exterior lighting, refer to Section 417-01 . For additional information on active anti-theft, refer to Section 419-01 . For additional information on exterior mirrors, refer to Section 501-00 .

Driver Door Module (DDM)

The driver door module controls many functions including the keyless entry keypad, power locks, and remote keyless entry. The DDM also communicates with the driver seat module (DSM) to control power seat and mirror memory. For additional information, refer to Section Section 501-14 . For additional information on the LH exterior mirror, refer to Section 501-00 .

Driver Seat Module (DSM)

The DSM allows automatic positioning of the memory driver seat two programmable positions. For additional information, refer to Section 501-10 .

Diagnostic Trouble Code Chart

Printable View (135 KB)

Diagnostic Trouble Code Chart

DTC	Description	Source	Action
B1201	Fuel Sender Circuit Failure	REM	REFER to Section 413-00 .
B1202	Fuel Sender Circuit Open	Instrument Cluster	REFER to Section 413-00 .
B1204	Fuel Sender Circuit Short to Ground	Instrument Cluster	REFER to Section 413-00 .
B1205	EIC Switch-1 Assembly Circuit Failure	Instrument Cluster	REFER to Section 413-00 .
B1205	EIC Switch-1 Assembly Circuit Failure	Message Center	REFER to Section 413-00 .
B1209	EIC Switch-2 Assembly Circuit Failure	Instrument Cluster	REFER to Section 413-00 .
B1213	Anti-Theft Number of Programmed Keys is Below Minimum	Instrument Cluster	REFER to Section 419-01 .
B1231	Longitudinal Acceleration Threshold Exceeded	RCM	REFER to Section 501-20B .
B1242	Air Flow Recirculation Door Driver Circuit Failure	DATC	REFER to Section 412-00 .
B1246	Dim Panel Potentiometer Switch Circuit Failure	Instrument Cluster	REFER to Section 413-00 .
B1251	Air Temperature Internal Sensor Circuit Open	DATC	REFER to Section 412-00 .
B1253	Air Temperature Internal Sensor Circuit Short to Ground	DATC	REFER to Section 412-00 .
B1255	Air Temperature External Sensor Circuit Open	DATC	REFER to Section 412-00 .
B1257	Air Temperature External Sensor Circuit Short to Ground	DATC	REFER to Section 412-00 .
B1262	Servo Motor Defrost Circuit Failure	DATC	REFER to Section 412-00 .
B1263	Servo Motor Vent Circuit Failure	DATC	REFER to Section 412-00 .
B1264	Servo Motor Floor Circuit Failure	DATC	REFER to Section 412-00 .
B1265	Servo Motor Cold Air Bypass Circuit Failure	DATC	REFER to Section 412-00 .
B1299	Power Supply Sensor Circuit Short to Ground	Parking Aid Module	REFER to Section 413-00 .
B1300	Power Door Lock Circuit Failure	REM	REFER to Section 501-14 .
B1309	Power Door Lock Circuit Short to Ground	DDM	REFER to Section 501-14 .
B1310	Power Door Unlock Switch Circuit Failure	REM	REFER to Section 501-14 .

B1317	Battery Voltage High	Instrument Cluster	REFER to Section 414-00 .
B1317	Battery Voltage High	RCM	REFER to Section 501-20B .
B1317	Battery Voltage High	Electronic Parking Brake Module	REFER to Section 414-00 .
B1318	Battery Voltage Low	Instrument Cluster	REFER to Section 414-00 .
B1318	Battery Voltage Low	RCM	REFER to Section 501-20B .
B1318	Battery Voltage Low	Electronic Parking Brake Module	REFER to Section 414-00 .
B1319	Driver Door Ajar Circuit Failure	FEM	REFER to Section 417-02 .
B1327	Passenger Door Ajar Circuit Failure	FEM	REFER to Section 417-02 .
B1331	Decklid Ajar Rear Door Circuit Failure	REM	REFER to Section 417-02 .
B1341	Power Door Unlock Circuit Short to Ground	DDM	REFER to Section 501-14 .
B1342	ECU is Defective	Parking Aid Module	CLEAR the DTC. REPEAT the parking aid module self-test. If DTC B1342 is retrieved again, INSTALL a new parking aid module. REFER to Section 413-00 . CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	FEM	CLEAR the DTC. REPEAT the FEM self-test. If DTC B1342 is retrieved again, INSTALL a new FEM. REFER to Front Electronic Module (FEM) in this section. CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	DATC	CLEAR the DTC. REPEAT the DATC module self-test. If DTC B1342 is retrieved again, INSTALL a new DATC module. REFER to Section 412-00 . CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	Climate Control Seat Module	CLEAR the DTC. REPEAT the climate control seat module self-test. If DTC B1342 is retrieved again, INSTALL a new climate control seat module. REFER to Section 501-10 . CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	Instrument Cluster	CLEAR the DTC. REPEAT the instrument cluster self-test. If DTC B1342 is retrieved again, INSTALL a new instrument cluster. REFER to Section 413-00 . CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	DSM	REPEAT the DSM self-test. If DTC B1342 is retrieved again, INSTALL a new DSM. REFER to Driver Seat Module (DSM) in this section. CLEAR the DTCs. REPEAT the self test.
B1342	ECU is Defective	DDM	CLEAR the DTC. REPEAT the DDM self-test. If DTC B1342 is retrieved again, INSTALL a new

			DDM. REFER to Driver Door Module (DDM) in this section. CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	REM	CLEAR the DTC. REPEAT the REM self-test. If DTC B1342 is retrieved again, INSTALL a new REM. REFER to Rear Electronic Module (REM) in this section. CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	RCM.	CLEAR the DTC. REPEAT the RCM self-test. If DTC B1342 is retrieved again, INSTALL a new RCM. REFER to Section 501-20B . CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	ABS/TC Module or Stability Assist Module	CLEAR the DTC. REPEAT the ABS/TC module self-test. If DTC B1342 is retrieved again, INSTALL a new ABS/TC module. REFER to Section 206-09 . CLEAR the DTCs. REPEAT the self-test.
B1342	ECU Defective	Message Center	**NOTE:** The message center is part of the instrument cluster. CLEAR the DTCs. REPEAT the self-test. If DTC B1342 is retrieved again, INSTALL a new instrument cluster. REFER to Section 413-00 . CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	Navigation System Module	CLEAR the DTCs. RETRIEVE the DTCs. If DTC B1342 is retrieved again, INSTALL a new navigation system module. REFER to Section 419-02 . CLEAR the DTCs. REPEAT the self-test.
B1342	ECU is Defective	ACM	CLEAR the DTCs. CARRY OUT the ACM On-Demand Self-Test. REMOVE the ACM, REFER to Section 415-00 and SEND it to an authorized Ford audio system repair facility if DTC B1342 is retrieved again. TEST the system for normal operation.
B1342	ECU is Defective	Electronic Parking Brake Module	CLEAR the DTCs. RETRIEVE the DTCs. If DTC B1342 is retrieved again, INSTALL a new electronic parking brake module. REFER to Section 206-00 . CLEAR the DTCs. REPEAT the self-test.
B1352	Ignition Key-in Circuit Failure	Instrument Cluster	REFER to Section 413-00 .
B1358	Ignition Switch or Blower Electronics Circuit Short to Ground	Climate Control Seat Module	REFER to Section 501-10 .
B1416	Power Window LR Motor Circuit Short to Battery	DDM	REFER to Section 501-00 .
B1424	Power Window RR Switch Circuit Short to Battery	DDM	REFER to Section 501-00 .
B1438	Wiper Mode Select Switch Circuit Failure	FEM	REFER to Section 501-00 .

B1446	Wiper Park Sense Circuit Failure	FEM	REFER to Section 501-00 .
B1470	Lamp Headlamp Input Circuit Failure	Instrument Cluster	REFER to Section 417-01 .
B1479	Low Washer Fluid Level Switch Circuit Failure	FEM	REFER to Section 413-00 .
B1483	Brake Pedal Input Circuit Failure	REM	REFER to Section 206-09 .
B1483	Brake Pedal Input Circuit Failure	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B1485	Brake Pedal Input Circuit Battery Short	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B1492	Brake Pedal Input Circuit Failure	Instrument Cluster	REFER to Section 413-00 .
B1499	Lamp Turn Signal Left Circuit Failure	FEM	REFER to Section 417-01 .
B1499	Lamp Turn Signal Left Circuit Failure	REM	REFER to Section 417-01 .
B1501	Lamp Turn Signal Left Circuit Short to Battery	FEM	REFER to Section 417-01 .
B1501	Lamp Turn Signal Left Circuit Short to Battery	REM	REFER to Section 417-01 .
B1503	Lamp Turn Signal Right Circuit Failure	FEM	REFER to Section 417-01 .
B1503	Lamp Turn Signal Right Circuit Failure	REM	REFER to Section 417-01 .
B1505	Lamp Turn Signal Right Circuit Short to Battery	FEM	REFER to Section 417-01 .
B1505	Lamp Turn Signal Right Circuit Short to Battery	REM	REFER to Section 417-01 .
B1519	Hood Switch Circuit Failure	FEM	REFER to Section 419-01 .
B1526	Keyless Entry Circuit Short to Ground	DDM	REFER to Section 501-14 .
B1530	Memory Set Switch Circuit Short to Ground	DDM	REFER to Section 501-10 .
B1534	Memory 1 Switch Circuit Short to Ground	DDM	REFER to Section 501-10 .
B1538	Memory 2 Switch Circuit Short to Ground	DDM	REFER to Section 501-10 .
B1551	Decklid Release Circuit Failure	FEM	REFER to Section 501-14 .
B1567	Headlamp High-Beam Circuit Failure	FEM	REFER to Section 417-01 .
B1567	Headlamp High-Beam Circuit Failure	Instrument Cluster	REFER to Section 417-01 .
B1600	PATS Ignition Key Transponder Signal is Not Received	Instrument Cluster	REFER to Section 419-01 .

B1601	PATS Received Incorrect Key-code From Ignition Key Transponder	Instrument Cluster	REFER to Section 419-01 .
B1602	PATS Received Invalid Format of Key-code From Ignition Key Transponder	Instrument Cluster	REFER to Section 419-01 .
B1627	PRNDL Reverse Input Circuit Failure	Parking Aid Module	REFER to Section 413-00 .
B1676	Battery Voltage Out of Range	FEM	REFER to Section 414-00 .
B1676	Battery Voltage Out of Range	REM	REFER to Section 414-00 .
B1676	Battery Voltage Out of Range	Message Center	REFER to Section 414-00 .
B1676	Battery Voltage Out of Range	DATC	REFER to Section 414-00 .
B1676	Battery Voltage Out of Range	DSM	REFER to Section 414-00 .
B1676	Battery Voltage Out of Range	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B1676	Battery Voltage Out of Range	DDM	REFER to Section 501-14 .
B1681	PATS Transceiver Module Signal is Not Received	Instrument Cluster	REFER to Section 419-01 .
B1689	Autolamp Delay Circuit Failure	Instrument Cluster	REFER to Section 417-01 .
B1703	Seat Driver Recline Forward Switch Circuit Short to Battery	DSM	REFER to Section 501-10 .
B1707	Seat Driver Recline Rearward Switch Circuit Short to Battery	DSM	REFER to Section 501-10 .
B1711	Seat Driver Front Up Switch Circuit Short to Battery	DSM	REFER to Section 501-10 .
B1715	Seat Driver Front Down Switch Circuit Short to Battery	DSM	REFER to Section 501-10 .
B1719	Seat Driver Forward Switch Circuit Short to Battery	DSM	REFER to Section 501-10 .
B1723	Seat Driver Rearward Switch Circuit Short to Battery	DSM	REFER to Section 501-10 .
B1727	Seat Driver Rear Up Switch Circuit Short to Battery	DSM	REFER to Section 501-10 .
B1731	Seat Driver Rear Down Switch Circuit Short to Battery	DSM	REFER to Section 501-10 .
B1757	Seat Driver Rear Down Circuit Failure	DSM	REFER to Section 501-10 .
B1761	Seat Driver Front Up/Down Circuit Failure	DSM	REFER to Section 501-10 .
B1765	Seat Driver Forward/Rearward Circuit Failure	DSM	REFER to Section 501-10 .
B1769	Seat Driver Recliner F/R Circuit Failure	DSM	REFER to Section 501-10 .
B1794	Lamp Headlamp Low-Beam	FEM	REFER to Section 417-01 .

	Circuit Failure		
B1869	Lamp Air Bag Warning Indicator Circuit Open	RCM	REFER to Section 501-20B .
B1870	Lamp Air Bag Warning Indicator Circuit Short to Battery	RCM	REFER to Section 501-20B .
B1875	Turn Signal/Hazard Switch Signal Circuit Failure	Instrument Cluster	REFER to Section 417-01 .
B1891	Air Bag Tone Warning Indicator Circuit Shorted to Battery	RCM	REFER to Section 501-20B .
B1892	Air Bag Tone Warning Indicator Circuit Failure	RCM	REFER to Section 501-20B .
B1921	Air Bag Diagnostic Monitor Ground Circuit Open	RCM	REFER to Section 501-20B .
B1946	Climate Control A/C Post Evaporator Sensor Circuit Failure	DATC	REFER to Section 412-00 .
B1947	Climate Control A/C Post Evaporator Sensor Circuit Short to Ground	DATC	REFER to Section 412-00 .
B1966	A/C Post Heater Sensor Circuit Failure	DATC	REFER to Section 412-00 .
B1967	A/C Post Heater Sensor Circuit Short to Ground	DATC	REFER to Section 412-00 .
B1984	Luggage Compartment Lid Anti-theft Disarm Circuit Short to Ground	REM	REFER to Section 419-01 .
B1990	Pedal Forward/Rearward Potentiometer Feedback Circuit Failure	FEM	REFER to Section 501-10 .
B2008	Audio Phone (TCU) is Not Responding	Navigation System Module	REFER to Section 415-00 .
B2078	Driver Airbag Deactivation Indicator Inoperative	RCM	REFER to Section 501-20B .
B2103	Antenna Not Connected	Instrument Cluster	REFER to Section 413-00 .
B2103	Antenna Not Connected	Navigation System Module	REFER to Section 419-02 .
B2112	Door Driver Set Switch Stuck Failure	DDM	REFER to Section 501-14 .
B2116	Door Driver Reset Switch Stuck Failure	DDM	REFER to Section 501-14 .
B2139	SCP Not Configured PCM ID Does Not Match	Instrument Cluster	REFER to Section 419-01 .
B2139	Data Mismatch	Navigation System Module	REFER to Section 419-02 .
B2141	NVM Configuration Failure	Instrument Cluster	REFER to Section 413-00 .

B2143	NVM Memory Failure	DSM	CARRY OUT seat calibration of the DSM. CLEAR the DTCs. REPEAT the self test. IF the DTC resets, INSTALL a new DSM. REFER to Driver Seat Module (DSM) in this section. CARRY OUT seat calibration of the new DSM.
B2143	NVM Memory Failure	Instrument Cluster	CARRY OUT seat calibration of the instrument cluster. CLEAR the DTCs. REPEAT the self test. IF the DTC resets, INSTALL a new instrument cluster. REFER to Section 413-00 . CARRY OUT seat calibration of the new DSM.
B2146	Seat Recline Motor Position Out of Range	DSM	REFER to Section 501-10 .
B2149	Seat Front Vertical Motor Position Out of Range	DSM	REFER to Section 501-10 .
B2152	Seat Rear Vertical Motor Position Out of Range	DSM	REFER to Section 501-10 .
B2155	Seat Horizontal Motor Position Out of Range	DSM	REFER to Section 501-10 .
B2158	Seat Recline Motor Memory Position Out of Range	DSM	REFER to Section 501-10 .
B2161	Seat Front Vertical Motor Memory Position Out of Range	DSM	REFER to Section 501-10 .
B2162	Data Mismatch No.2 (received data does not match what was expected)	Instrument Cluster	REFER to Section 413-00 .
B2164	Seat Rear Vertical Motor Memory Position Out of Range	DSM	REFER to Section 501-10 .
B2167	Seat Horizontal Motor Memory Position Out of Range	DSM	REFER to Section 501-10 .
B2172	Inertia Switch Input Circuit Open	REM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
B2174	Window Driver Rear Remote Up Switch Short to Battery	REM	REFER to Section 501-00 .
B2178	Window Driver Rear Remote Down Switch Short to Battery	REM	REFER to Section 501-00 .
B2190	Window Passenger Rear Remote Up Switch Short to Battery	REM	REFER to Section 501-00 .
B2194	Window Passenger Rear Remote Down Switch Short to Battery	REM	REFER to Section 501-00 .
B2204	GPS Antenna Connection Open or Short	Navigation System Module	REFER to Section 419-02 .
B2208	Navigation to Head Unit Communication Error	Navigation System Module	REFER to Section 419-02 .
B2243	Driver Rear Door Ajar Circuit Open	REM	REFER to Section 417-02 .
B2245	Passenger Rear Door Ajar Circuit Open	REM	REFER to Section 417-02 .

B2290	Occupant Classification System Fault Front Passenger Side	RCM	REFER to Section 501-20B .
B2292	Restraint System Seatbelt Pretensioner Fault	RCM	REFER to Section 501-20B .
B2293	Restraint System Airbag Fault	RCM	REFER to Section 501-20B .
B2294	Restraint System Curtain Fault	RCM	REFER to Section 501-20B .
B2295	Restraint System Side Airbag Fault	RCM	REFER to Section 501-20B .
B2296	Restraint System Impact Sensor Fault	RCM	REFER to Section 501-20B .
B2312	Mirror Passenger Horizontal Sensor Circuit Failure	FEM	REFER to Section 501-00 .
B2316	Mirror Passenger Vertical Sensor Circuit Failure	FEM	REFER to Section 501-00 .
B2320	Mirror Driver Horizontal Feedback Potentiometer Circuit Failure	DDM	REFER to Section 501-00 .
B2324	Mirror Driver Vertical Feedback Potentiometer Circuit Failure	DDM	REFER to Section 501-00 .
B2336	Mirror Switch Assembly Circuit Failure	DDM	REFER to Section 501-00 .
B2328	Column Reach Feedback Potentiometer Circuit Failure	Instrument Cluster	REFER to Section 413-00 .
B2332	Column Tilt Feedback Potentiometer Circuit Failure	Instrument Cluster	REFER to Section 413-00 .
B2351	Steering Column Switch Signal Circuit Failure	Instrument Cluster	REFER to Section 413-00 .
B2358	Adjustable Pedal Switch Failure	FEM	REFER to Section 206-00 .
B2359	Accessory Delay Output Circuit Failure	DDM	REFER to Section 501-00 .
B2360	Window Motor Control Output Circuit Failure	DDM	REFER to Section 501-00 .
B2380	Heater Coolant Temperature Sensor Circuit Short to Ground	DATC	REFER to Section 412-00 .
B2381	Heater Coolant Temperature Sensor Circuit Open	DATC	REFER to Section 412-00 .
B2401	Audio Tape Deck Mechanism Fault	ACM	VERIFY that no tape is inserted in the ACM. CLEAR and DOCUMENT the DTCs. CARRY OUT the ACM On-Demand self-test. If DTC B2401 is retrieved again, REMOVE the ACM, REFER to Section 415-00 and SEND it to an authorized Ford audio system repair facility. TEST the system for normal operation.
B2402	Audio CD/DJ Thermal Shutdown Fault	ACM	REFER to Section 415-00 .
B2403	Audio CD/DJ Internal Fault	ACM	REFER to Section 415-00 .
B2404	Audio Steering Wheel Switch Circuit Fault	ACM	REFER to Section 415-00 .
B2404			REFER to Section 415-00 .

	Audio Steering Wheel Switch Circuit Fault	Navigation System Module	
B2405	Audio Single-Disc CD Player Thermal Shutdown Fault	ACM	REFER to Section 415-00 .
B2406	Audio Single-Disc CD Player Internal Fault	ACM	REFER to Section 415-00 .
B2425	Remote Keyless Entry Rolling Code Out of Synchronization	DDM	REFER to Section 501-14 .
B2426	Pass Solar Radiation Sensor Circuit Open	DATC	REFER to Section 412-00 .
B2427	Pass Solar Radiation Sensor Circuit Short to Ground	DATC	REFER to Section 412-00 .
B2428	A/C Post Heater Sensor No.2 Circuit Failure	DATC	REFER to Section 412-00 .
B2429	A/C Post Heater Sensor No.2 Circuit Short to Ground	DATC	REFER to Section 412-00 .
B2431	Transponder Programming Failed	Instrument Cluster	REFER to Section 419-01 .
B2434	Drivers Seat Belt Buckle Switch Circuit Short to Ground	RCM	REFER to Section 501-20B .
B2435	Drivers Seat Belt Buckle Switch Resistance Out of Range	RCM	REFER to Section 501-20B .
B2438	Passengers Seat Belt Buckle Switch Circuit Short to Ground	RCM	REFER to Section 501-20B .
B2439	Passengers Seat Belt Buckle Switch Resistance Out of Range	RCM	REFER to Section 501-20B .
B2442	Intrusion Sensor Fault	FEM	REFER to Section 419-01 .
B2472	Fog Lamp Switch Failure	Instrument Cluster	REFER to Section 417-01 .
B2477	Module Configuration Failure	Electronic Parking Brake Module	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	DDM	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	ACM	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	RCM	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	Navigation System Module	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	Message Center	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	Instrument Cluster	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	Stability Assist Module	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	DATC	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	DDM	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	FEM	REFER to Module Configuration in this section.

B2477	Module Configuration Failure	REM	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	ABS/TC Module	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	Climate Control Seat Module	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	FEM	REFER to Module Configuration in this section.
B2477	Module Configuration Failure	Instrument Cluster	REFER to Module Configuration in this section.
B2486	Climate Controlled Seat Module Voltage Out of Range	Climate Control Seat Module	REFER to Section 501-10 .
B2521	Tach Circuit Failure	Climate Control Seat Module	REFER to Section 501-10 .
B2627	Fuel Sender Circuit Open No. 2	Instrument Cluster	REFER to Section 413-00 .
B2628	Fuel Sender Circuit Short to Ground No. 2	Instrument Cluster	REFER to Section 413-00 .
B2633	Driver Front Microphone Circuit Failure	Navigation System Module	REFER to Section 419-02 .
B2691	Front Drivers Seat Belt Buckle Switch Circuit Fault	RCM	REFER to Section 501-20B .
B2692	Front Passengers Seat Belt Buckle Switch Resistance Circuit Fault	RCM	REFER to Section 501-20B .
B2729	Cushion Over-Temp Detected	Climate Control Seat Module	REFER to Section 501-10 .
B2730	Back-Over Temp Detected	Climate Control Seat Module	REFER to Section 501-10 .
B2731	Differential Temperature Fault	Climate Control Seat Module	REFER to Section 501-10 .
B2734	Pedal Travel Sensor Supply Error	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B2736	Pedal Travel Sensor Circuit Fault	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B2737	Pedal Travel Sensor Jammed Error	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B2738	Pedal Travel Sensor Velocity Error	ABS/TC Module or	REFER to Section 206-09 .

		Stability Assist Module	
B2740	Pedal Travel Sensor Spike Error	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B2741	Sensor Cluster Loop End	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B2795	Driver Solar Radiation Sensor Circuit Short to Ground	DATC	REFER to Section 412-00 .
B2796	Driver Solar Radiation Sensor Circuit Open	DATC	REFER to Section 412-00 .
B2797	Driver Water Valve Circuit Open	DATC	REFER to Section 412-00 .
B2798	Driver Water Valve Circuit Short	DATC	REFER to Section 412-00 .
B2799	Pass Water Valve Circuit Open	DATC	REFER to Section 412-00 .
B2800	Pass Water Valve Circuit Short	DATC	REFER to Section 412-00 .
B2844	Ignition Voltage Out of Range	Parking Aid Module	REFER to Section 413-00 .
B2858	H/U is Defective	Navigation System Module	REFER to Section 419-02 .
B2879	Fuel Tank Jet Pump Fault	Instrument Cluster	REFER to Section 413-00 .
B2900	VIN Mismatch	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
B2913	Audio Sub-Woofer Not Connected	Navigation System Module	REFER to Section 419-02 .
C1094	Park Brake Apply Switch Circuit Failure	Electronic Parking Brake Module	REFER to Section 206-00 .
C1095	Hydraulic Pump Motor Circuit Failure	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1132	Clutch Position Circuit Short to Ground	Electronic Parking Brake Module	REFER to Section 206-00 .
C1133	Clutch Position Circuit Short to Battery	Electronic Parking Brake Module	REFER to Section 206-00 .
C1134	Gear Shift Position Circuit Short to Ground	Electronic Parking Brake Module	REFER to Section 206-00 .
C1135	Gear Shift Position Circuit Short to Battery	Electronic Parking Brake	REFER to Section 206-00 .

		Module	
C1145	Speed Wheel Sensor RF Input Circuit Failure	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1155	Speed Wheel Sensor LF Input Circuit Failure	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1165	Speed Wheel Sensor RR Input Circuit Failure	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1175	Speed Wheel Sensor LR Input Circuit Failure	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1233	Speed Wheel LF Input Signal Missing	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1234	Speed Wheel RF Input Signal Missing	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1235	Speed Wheel RR Input Signal Missing	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1236	Speed Wheel LR Input Signal Missing	ABS/TC Module or Stability Assist Module	REFER to Section 206-09 .
C1277	Steering Wheel Angle 1 and 2 Circuit Failure	Stability Assist Module	REFER to Section 206-09 .
C1278	Steering Wheel Angle 1 and 2 Signal Faulted	Stability Assist Module	REFER to Section 206-09 .
C1279	Yaw Rate Sensor Circuit Failure	Stability Assist Module	REFER to Section 206-09 .
C1280	Yaw Rate Sensor Signal Fault	Stability Assist Module	REFER to Section 206-09 .
C1281	Lateral Accelerometer Circuit Failure	Stability Assist Module	REFER to Section 206-09 .
C1282	Lateral Accelerometer Signal Fault	Stability Assist Module	REFER to Section 206-09 .
C1284	Oil Pressure Switch Failure	FEM	REFER to Section 413-00 .
C1285	Booster Solenoid Circuit Failure	Stability Assist Module	REFER to Section 206-09 .
C1287	Booster Pedal Force Switch Circuit Failure	Stability Assist Module	REFER to Section 206-09 .

C1288	Pressure Transducer Main/Primary Input Circuit Failure	Stability Assist Module	REFER to Section 206-09 .
C1408	Parking Brake Release Switch Circuit Out of Range	Electronic Parking Brake Module	REFER to Section 206-09 .
C1409	Parking Brake Apply Switch Circuit Out of Range	Electronic Parking Brake Module	REFER to Section 206-09 .
C1414	Incorrect Module Design Level	RCM	REFER to Section 501-20B .
C1440	Pressure Transducer Main/Primary Signal Faulted	Stability Assist Module	REFER to Section 206-09 .
C1700	LR Sensor Circuit Failure or Blockage	Parking Aid Module	REFER to Section 413-00 .
C1703	RR Sensor Circuit Failure or Blockage	Parking Aid Module	REFER to Section 413-00 .
C1730	Reference Voltage Out of Range (+5 V)	Stability Assist Module	REFER to Section 206-09 .
C1769	Park Brake Apply Switch Circuit Short to Ground	Electronic Parking Brake Module	REFER to Section 206-00 .
C1782	Park Brake Release Switch Circuit Failure	Electronic Parking Brake Module	REFER to Section 206-00 .
C1783	Park Brake Release Switch Circuit Short to Ground	Electronic Parking Brake Module	REFER to Section 206-00 .
C1784	EBP Motor Output Short to Ground	Electronic Parking Brake Module	REFER to Section 206-00 .
C1785	EBP Motor Output Open Circuit	Electronic Parking Brake Module	REFER to Section 206-00 .
C1786	EBP Motor Output Battery Short to Ground	Electronic Parking Brake Module	REFER to Section 206-00 .
C1799	Hall Effect Circuit Failure	Electronic Parking Brake Module	REFER to Section 206-00 .
C1801	Motor Engage Current Reached Before Full Apply Travel Distance	Electronic Parking Brake Module	REFER to Section 206-00 .
C1802	Motor Engage Current Not Reached or Traveled Too Far Upon Apply	Electronic Parking Brake Module	REFER to Section 206-00 .
C1803	Motor Disengage Full Travel Distance Not Reached Upon Release	Electronic Parking Brake Module	REFER to Section 206-00 .
C1805	Mismatched PCM and/or Stability Assist Module	Stability Assist Module	Check for correct component and configuration for the PCM and stability assist module,

			INSTALL a new stability assist module as necessary. REFER to Section 206-09 . CLEAR the DTC. REPEAT the self-test.
C1924	VAPS Solenoid Actuator Output Circuit Short to Ground	FEM	REFER to Section 211-00 .
C1925	VAPS Solenoid Actuator Return Circuit Failure	FEM	REFER to Section 211-00 .
C1947	Seat Track Position Switch Circuit Short to Ground	RCM	REFER to Section 501-20B .
C1948	Seat Track Position Switch Circuit Resistance Out of Range	RCM	REFER to Section 501-20B .
C1963	Stability Control Inhibit Warning	Stability Assist Module	REFER to Section 206-09 .
C1969	TC/YC Switch Lamp Circuit Fault	Stability Assist Module	REFER to Section 206-09 .
C1981	Front Drivers Seat Track Position Switch Circuit Fault	RCM	REFER to Section 501-20B .
C1983	Radar Sensor Fault	Parking Aid Module	REFER to Section 413-00 .
C1984	Radar Sensor Circuit Failure	Parking Aid Module	REFER to Section 413-00 .
C1985	Back Up Aid Disable Switch Stuck Low	Parking Aid Module	REFER to Section 413-00 .
C1987	Yellow Fault Warning Lamp Indicator Short to Battery	Electronic Parking Brake Module	REFER to Section 206-00 .
C1988	Yellow Fault Warning Lamp Indicator Circuit Failure	Electronic Parking Brake Module	REFER to Section 206-00 .
C1989	Park Brake Apply and Release Switch Contacts Energized Simultaneously	Electronic Parking Brake Module	REFER to Section 206-00 .
C1991	Module Calibration Failure	Stability Assist Module	REFER to Section 206-09 .
C1992	Vehicle Speed Circuit Failure	Parking Aid Module	REFER to Section 413-00 .
C1996	Active Yaw Control Disabled	Stability Assist Module	REFER to Section 206-09 .
C1998	Module Calibration Not Complete	Stability Assist Module	REFER to Section 206-09 .
C2777	Sensor Cluster Bus Failure	Stability Assist Module	REFER to Section 206-09 .
C2778	Sensor Power Supply Failure	Stability Assist Module	REFER to Section 206-09 .
P0117	ECT Circuit Low Input	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0707	Transmission Range Sensor Circuit Low Input	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0112	IAT Circuit Low Input	PCM	

			REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0113	IAT Indicates -40°C (-40°F) Open Circuit	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0114	IAT Out of On-board Diagnostic Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1116	ECT Out of On-board Diagnostic Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0118	ECT Indicates -40°C (-40°F)	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0122	TP Sensor A Circuit Low Input	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0123	TP Sensor A Circuit High Input	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0442	Small Leak Detected in EVAP System (As small as 1.02 mm [0.040 inch])	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0455	Major Leak or No Flow Detected	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0457	Check for Missing or Leaking Fuel Filler Cap	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0500	Vehicle Speed Sensor Malfunction	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0501	Vehicle Speed Sensor Range/Performance	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0502	Vehicle Speed Sensor Low Input	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0503	Vehicle Speed Sensor Intermittent	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0703	Brake Switch Input Malfunction	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0705	Digital TR Circuit Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0708	Digital TR Sensor	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0712	Transmission Fluid Temperature (TFT) Sensor Circuit Low Input	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0713	-40°C (-40°F) Indicated TFT Sensor Circuit Open	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0715	TSS	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0717	TSS	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0718	TSS	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0720	OSS	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0721	Output Shaft Speed Sensor Signal Noisy	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

P0722	OSS	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0731	1st Gear Error	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0732	2nd Gear Error	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0733	3rd Gear Error	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0734	4th Gear Error	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0735	5th Gear Error	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0741	TCC	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0743	TCC Solenoid Circuit Fails to Provide Voltage Drop Across Solenoid. Circuit Open or Shorted or PCM Driver Failure During On-board Diagnostics.	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0745, P1747	PCA	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0750	SSA Solenoid Circuit Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0753	SSA	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0755	SSB	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0758	SSB Solenoid Circuit Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0760	SSC Solenoid Circuit Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0763	SSC	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0765	SSD Solenoid Circuit Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0768	SSD Solenoid Fircuit Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0775, P1789	PCB Solenoid Circuit Failure, Shorted Circuit	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0779	PCB Solenoid Intermittent Short to Ground	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0791	Intermediate Shaft Speed Sensor Signal Failure.	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0794	Intermediate Shaft Speed Sensor Signal Intermittent	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0795, P0797	PCC	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0796	PCC Solenoid Circuit Open	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.

P0799	PCC Solenoid Intermittent Short to Ground	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P0814	J-GATE Circuit Input Signal Failed.	PCM	REFER to Section 307-01 .
P0815	SST +/- Circuit Input Signal Failed.	PCM	REFER to Section 307-01 .
P0840	Reverse Pressure Switch Circuit Input Signal Failed.	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1120	TP Sensor Out of Range Low (Ratch too low)	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1124	TP Voltage High/low for On-board Diagnostic.	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1183	Engine Oil Temperature Circuit Malfunction	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1184	Engine Oil Temperature Out of Self Test Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1430	SCP (J1850) Invalid Data for Function Read Fuel System	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1443	Very Small or No Purge Flow Detected	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1450	Excessive Vacuum Detected in the Fuel Tank	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1460	WOT A/C Cutout Internal Driver Malfunction	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1461	A/C Pressure Sensor Circuit High Input	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1462	A/C Pressure Sensor Circuit Low Input	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1463	A/C Pressure Sensor Insufficient Pressure Variation	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1464	A/C Demand Out of Self-test Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1469	Low A/C Cycling Period	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1474	Low Speed Fan Internal Driver Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1479	High Speed Fan Internal Driver Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1565	Speed Control Command Switches High/Out of Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1566	Speed Control Command Switches Low/Out of Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1567	NGSC Drive Fault	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1572	Brake On/Off Failure	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1636	SSx ISIG Communication Error	PCM	INSTALL a new PCM. Section 303-04A or Section 303-04B .

P1641	SCP (J1850) Invalid or Missing Data for Odometer Rolling Count	ABS/TC Module or Stability Assist Module	CARRY OUT the ABS/TC control module or stability assist module self-test.
P1641	Fuel Pump Primary Circuit Failure	REM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1700	Internal Component Failure. Direct One-way Clutch Failure.	PCM	If other solenoid DTCs are present, diagnose and repair them first. CLEAR DTCs and drive vehicle. If P1700 returns, disassemble transmission and inspect the direct one-way clutch. Repair as required. CLEAR DTC. Drive vehicle and verify repair.
P1702	Digital TR Signal Iintermittent, Code P0705, P0708 Are Set.	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1703	BPP	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1704	Digital TR Not in P Or N Positions During KOEO/KOER.	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1705	Digital TR Not in PARK or NEUTRAL During KOEO/KOER.	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1711	TFT Out of On-board Diagnostic Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1713	No Change in TFT - Low Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1714	SSA Inoperative	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1715	SSB Inoperative	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1716	SSC Inoperative	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1717	SSD Inoperative	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1718	No Change in TFT - High Range	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1740	TCC Inoperative	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1746	PCA Solenoid Circuit Open	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1760	PCA Solenoid Intermittent Short to Ground	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1780	TCS Input Incorrect Per Selected Position	PCM	RERUN on-board diagnostic and cycle switch. REFER to Section 307-01 .
P1783	Transmission Overtemp Condition Indicated	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
P1788	PCB Solenoid Circuit Open	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U1009	SCP (J1850) Invalid or Missing Data for Engine Torque	ABS/TC Module or	CARRY OUT the PCM self-test.

		Stability Assist Module	
U1016	SCP Invalid DATA (PCM)	Navigation System Module	REFER to Section 419-02 .
U1027	SCP (J1850) Invalid or Missing Data for Engine RPM	Electronic Parking Brake Module	CARRY OUT the electronic parking brake module self-test.
U1027	SCP (J1850) Invalid or Missing Data for Engine RPM	PCM	CARRY OUT the PCM self-test.
U1027	SCP (J1850) Bus Invalid or Missing Data for Engine RPM	ABS/TC Module or Stability Assist Module	CARRY OUT the ABS/TC Control Module/Stability Assist Module self-test.
U1027	SCP (J1850) Bus Invalid or Missing Data for Engine RPM	FEM	CARRY OUT the FEM self-test.
U1040	SCP (J1850) Invalid or Missing Data for Vehicle Speed	Electronic Parking Brake Module	CARRY OUT the electronic parking brake module self-test.
U1041	SCP (J1850) Invalid or Missing Data for Vehicle Speed	FEM	CARRY OUT the FEM self-test.
U1041	SCP (J1850) Invalid or Missing Data for Vehicle Speed	REM	CARRY OUT the REM self-test.
U1041	SCP (J1850) Invalid or Missing Data for Vehicle Speed	Instrument Cluster	CARRY OUT the instrument cluster self-test.
U1051	SCP (J1850) Invalid or Missing Data for Brakes	Electronic Parking Brake Module	CARRY OUT the electronic parking brake module self-test.
U1053	SCP (J1850) Invalid or Missing Data for Steering / Steering Wheel	PCM	CARRY OUT the PCM self-test.
U1058	SCP (J1850) Invalid or Missing Data for Transmission / Transaxle / PRNDL	Electronic Parking Brake Module	CARRY OUT the electronic parking brake module self-test.
U1059	SCP (J1850) Invalid or Missing Data for Transmission / Transaxle / PRNDL	PCM	CARRY OUT the PCM self-test.
U1059	SCP (J1850) Invalid or Missing Data for Transmission / Transaxle / PRNDL	ABS/TC Module or Stability Assist Module	CARRY OUT the ABS/TC Module or Stability Assist Module self-test.
U1059	SCP (J1850) Invalid or Missing Data for Transmission / Transaxle / PRNDL	FEM	CARRY OUT the FEM self-test.
U1059	SCP (J1850) Invalid or Missing Data for Transmission / Transaxle / PRNDL	REM	CARRY OUT the REM self-test.
U1073	SCP (J1850) Invalid Or Missing Data for Engine Coolant	ABS/TC Module or Stability	CARRY OUT the ABS/TC Module or Stability Assist Module self-test.

		Assist Module	
U1073	SCP (J1850) Invalid or Missing Data for Engine Coolant	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U1073	SCP (J1850) Invalid or Missing Data for Engine Coolant	Instrument Cluster	REFER to Section 413-00 .
U1083	SCP (J1850) Invalid or Missing Data for Engine Systems Other	PCM	CARRY OUT the PCM self-test.
U1098	SCP (J1850) Invalid or Missing Data for Vehicle Speed Control	PCM	CARRY OUT the PCM self-test.
U1123	SCP (J1850) Invalid or Missing Data for Odometer	Instrument Cluster	CARRY OUT the instrument cluster self-test.
U1123	SCP (J1850) Invalid or Missing Data for Odometer	Message Center	CARRY OUT the Message Center self-test.
U1134	SCP (J1850) Invalid or Missing Data Ignition Switch/Starter	Electronic Parking Brake Module	CARRY OUT the electronic parking brake module self-test.
U1136	SCP (J1850) Invalid or Missing Data for Telltales	FEM, PCM	CARRY OUT the FEM and PCM self-test.
U1147	SCP (J1850) Invalid or Missing Data for Vehicle Security System	ABS/TC Module or Stability Assist Module	CARRY OUT the ABS/TC Module or Stability Assist Module self-test.
U1147	SCP (J1850) Invalid or Missing Data for Vehicle Security System	PCM	CARRY OUT the PCM self-test.
U1218	SCP (J1850) Invalid or Missing Data for External Lamps	FEM, REM	CARRY OUT the FEM and REM self-test.
U1222	SCP (J1850) Invalid or Missing Data for Interior Lamps	FEM	CARRY OUT the FEM self-test.
U1243	SCP (J1850) Invalid or Missing Data for Exterior Environment	PCM	REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.
U1262	SCP (J1850) Communication Bus Fault	Electronic Parking Brake Module	CARRY OUT the electronic parking brake module self-test.
U1262	SCP (J1850) Communication Bus Fault	Network Fault	REFER to Communications Network in this section.
U1262	SCP (J1850) Communication Bus Fault	Instrument Cluster	REFER to Communications Network in this section.
U1262	SCP (J1850) Communication Bus Fault	ABS/TC Module Or Stability Assist Module	REFER to Communications Network in this section.
U1262	SCP (J1850) Communication Bus Fault	Message Center	Go To Pinpoint Test O .
U1430	SCP (J1850) Invalid Data for Function Read Fuel System	Message Center	CARRY OUT the Message Center self-test.
U1751	SCP (J1850) SCLM System Status Missing From REM	Instrument Cluster	CARRY OUT the REM self-test.
U1752	SCP (J1850) SCLM System Status Missing From FEM	Instrument Cluster	CARRY OUT the FEM self-test.

U1901	CAN Network #2 Communication BUS Fault Receive Error	ABS/TC Module or Stability Assist Module	CARRY OUT the ABS/TC Control Module or Stability Assist self-test.
U2003	Audio CD/Disc Jockey is Not Responding	ACM	U2003 is retrieved if CD/DJ is not present, disconnected, or inoperative. REFER to Section 415-00 .
U2005	Audio Rear Integrated Control Panel Unit is Not Responding	ACM	**NOTE:** U2005 is retrieved if RICP is not present, disconnected, or inoperative. REFER to Section 415-00 .
U2008	Audio Phone is Not Responding	ACM	REFER to Section 415-00 .
U2150	SCP (J1850) Invalid Data From REM	Instrument Cluster	CARRY OUT the REM self-test.
U2152	SCP (J1850) Invalid Data From FEM	Instrument Cluster	CARRY OUT the FEM self-test.
U2195	SCP (J1850) Invalid DATA From SCLM	Instrument Cluster	CARRY OUT the instrument cluster self-test.
U2362	UBP Invalid Data From Node ID $98	Climate Control Seat Module	REFER to Section 501-10 .

Communications Network Printable View (1024 KB)

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropiate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
• Central junction box (CJB) fuse 6 (10A) • Wiring harness • Loose or corroded connections

3. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
   - check that the program card is correctly installed.
   - check the connections to the vehicle.
   - check the ignition switch position.

If the diagnostic tool still does not communicate with the vehicle, Go To Pinpoint Test T .

4. Go To Pinpoint Test PC .

System Precheck

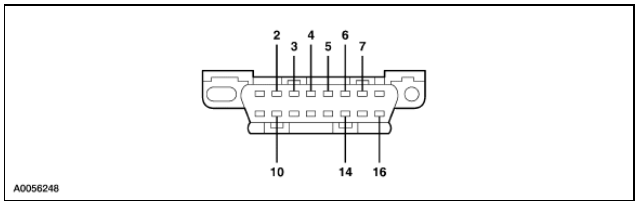
PINPOINT TEST PC: DATA LINK DIAGNOSTICS NETWORK TEST

Test Step	Result / Action to Take
PC1 RUN THE DATA LINK DIAGNOSTICS NETWORK TEST	
• Carry out the data link diagnostics test. • **Is system passed obtained?**	**Yes** Test passed. RETURN to the Symptom Chart of the section for the module in question. **No** If no response from the diagnostic tool, Go To Pinpoint Test T . If ISO, SCP+ and/or SCP- = SOME ECUS NO RESP/NOT EQUIP, REFER to the Symptom Chart. If ISO = ALL ECUS NO RESP/NOT EQUIP, Go To Pinpoint Test P . If SCP+ = ALL ECUS NO RESP/NOT EQUIP, Go To Pinpoint Test O . If SCP- = ALL ECUS NO RESP/NOT EQUIP, Go To Pinpoint Test O . If the module in question is NO RESPONSE/NOT EQUIPPED, REFER to the Symptom Chart. If the module in question is NO RESPONSE ON SCP+, REFER to the Symptom Chart. If the module in question is NO RESPONSE ON SCP-, REFER to the Symptom Chart.

Symptom Chart

Symptom Chart
Connector Circuit Reference

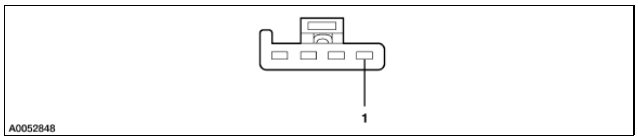
Data Link Connector (DLC) C251



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2		

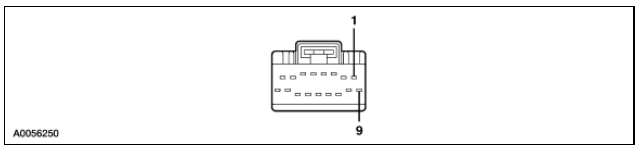
	4-EG7 (GY/RD) SCP communications circuit.	Less than 5 ohms between the DLC and the module in concern disconnected. Greater than 10,000 ohms between the DLC and ground with all network modules disconnected.
3	4-ED6 (GY) UBP communications circuit.	Less than 5 ohms between the DLC and the module in concern disconnected. Greater than 10,000 ohms between the DLC and ground.
4	31-ED6 (BK) ground.	Less than 5 ohms to ground.
5	91-ED6 (BN) ground.	Less than 5 ohms to ground.
6	4-EC7 (GY/RD) CAN communication circuit.	Less than 5 ohms between the DLC and the module in concern disconnected. Greater than 10,000 ohms to ground with all network modules disconnected.
7	4-EE10 (GY/BK) ISO 9141 communication circuit.	Less than 5 ohms between the DLC and the module in concern disconnected. Greater than 10,000 ohms to ground with all network modules disconnected.
10	5-EG7 (BU/RD) SCP communication circuit.	Less than 5 ohms between the DLC and the module in concern disconnected. Greater than 10,000 ohms to ground with all network modules disconnected.
14	5-EC7 (BU/RD) CAN communication circuit.	Less than 5 ohms between the DLC and the module in concern disconnected. Greater than 10,000 ohms to ground with all network modules disconnected.
16	29-ED6 (OG/YE) B+ power feed in RUN position.	10 volts or greater with the key ON. Greater than 10,000 ohms to ground.

Climate Control Seat Module Driver C3031a, Passenger C3036a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1 (C3031a)	4-HC21 (GY/OG) UBP communication circuit.	Less than 5 ohms between the DLC and the driver climate control seat module. Greater than 10,000 ohms to ground with all network modules disconnected.
1 (C3036a)	4-HC22 (GY) UBP communication circuit.	Less than 5 ohms between the DLC and the passenger climate control seat module. Greater than 10,000 ohms to ground with all network modules disconnected.

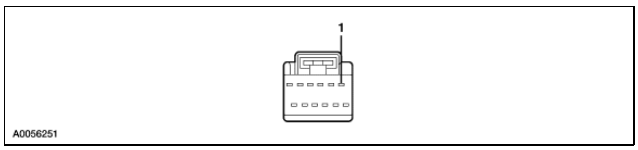
Driver Seat Module (DSM) C341c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

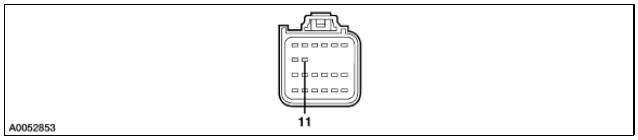
1	4-AH80 (GY/WH) SCP communication circuit.	Less than 5 ohms between the DLC and the DSM. Greater than 10,000 ohms to ground with all network modules disconnected.
9	5-AH80 (BU/OG) SCP communication circuit.	Less than 5 ohms between the DLC and the DSM. Greater than 10,000 ohms to ground with all network modules disconnected.

Parking Aid Module C4014b



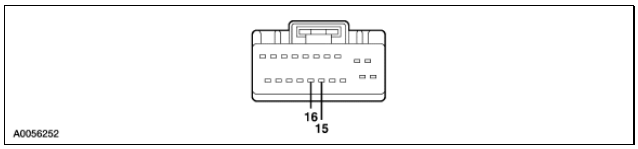
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	4-GN10 (GY) UBP communication circuit.	Less than 5 ohms between the DLC and the parking aid module. Greater than 10,000 ohms to ground with all network modules disconnected.

Restraint Control Module (RCM) C310a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	4-EE1 (GY/RD) ISO 9141 communication circuit.	Less than 5 ohms between the DLC and the RCM. Greater than 10,000 ohms to ground with all network modules disconnected.

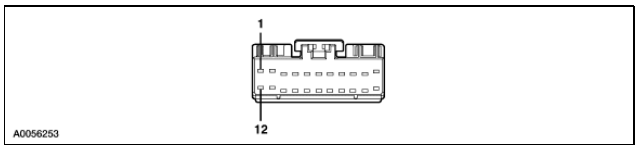
Instrument Cluster C220b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
15	4-EG8 (GY/VT) SCP communication circuit	Less than 5 ohms between the instrument cluster and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
16	5-EG8 (BU/WH) SCP communication circuit	Less than 5 ohms between the instrument cluster and the DLC. Greater than 10,000 ohms to ground with all network

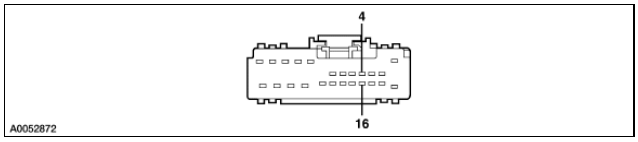
		modules disconnected.

Dual Automatic Temperature Control (DATC) C228a



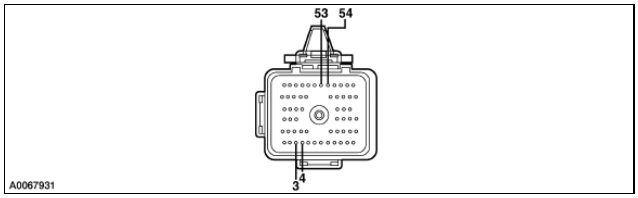
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	5-FA10 (BU/YE) SCP communication circuit	Less than 5 ohms between the DATC and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
12	4-FA10 (GY/BK) SCP communication circuit	Less than 5 ohms between the DATC and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

Navigation System Module C4209



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	4-EG17 (GY/BK) SCP communication circuit	Less than 5 ohms between the navigation system module and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
16	5-EG17 (BU/YE) SCP communication circuit	Less than 5 ohms between the navigation system module and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

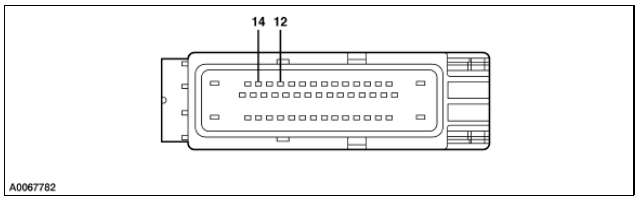
Powertrain Control Module (PCM) C175a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	4-RE8 (GY) SCP communication circuit	Less than 5 ohms between the PCM and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

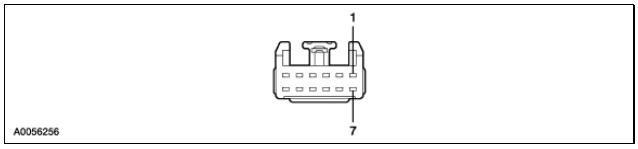
4	5-RE8 (BU) SCP communication circuit	Less than 5 ohms between the PCM and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
53	4-EC7 (GY/RD) SCP communication circuit	Less than 5 ohms between the PCM and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
54	5-EC-7 (BU/RD) SCP communication circuit	Less than 5 ohms between the PCM and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

Anti-Lock Brake System/Traction Control (ABS/TC) Module C135 or Stability Assist Module C155



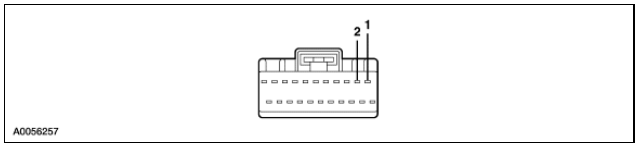
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	4-CF6 (GY) SCP communication circuit	Less than 5 ohms between the ABS/TC module or stability assist module, and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
14	5-CF6 (BU) SCP communication circuit	Less than 5 ohms between the ABS/TC module or stability assist module, and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

Electronic Parking Brake Module C4205b



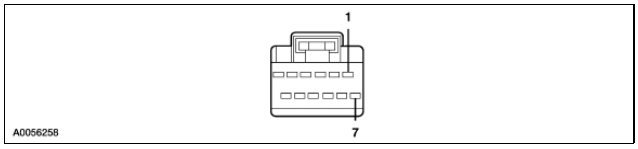
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	4-CG16 (GY/RD) SCP communication circuit.	Less than 5 ohms between the electronic parking brake module and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
7	5-CG16 (BU/RD) SCP communication circuit.	Less than 5 ohms between the electronic parking brake module and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

Rear Electronic Module (REM) C420b



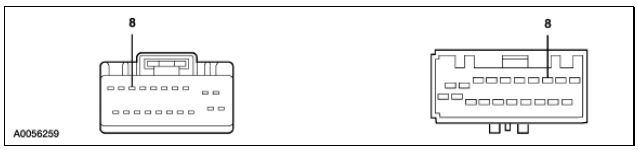
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	4-EG12 (GY/WH) SCP communication circuit.	Less than 5 ohms between the REM and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
2	5-EG12 (BU/OG) SCP communication circuit.	Less than 5 ohms between the REM and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

Front Electronic Module (FEM) C201c



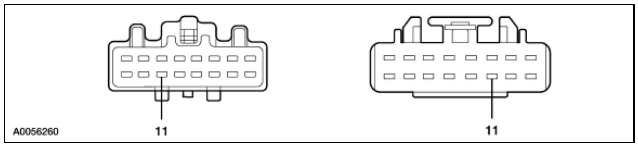
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	5-EG11 (BU) SCP communication circuit.	Less than 5 ohms between the FEM and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.
7	4-EG11 (GY) SCP communication circuit.	Less than 5 ohms between the FEM and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

In-line C212M,C212F



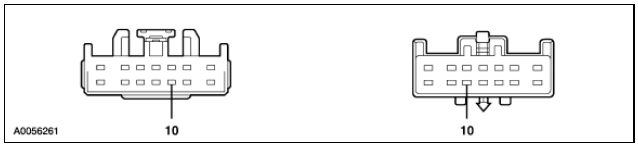
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
8	4-EE10 (GY/BK) ISO 9141 communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network moduels disconnected.

In-line C213M, C213F



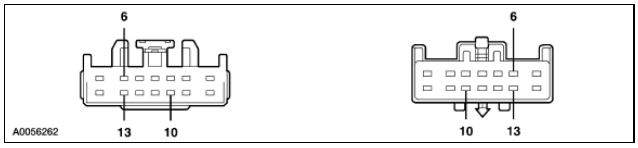
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	4-HC1 (GY/RD) UBP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

In-line C313M, C313F



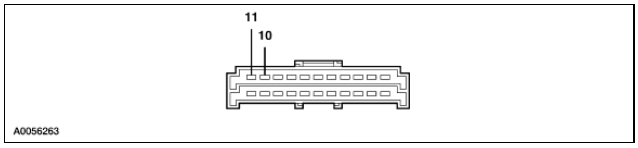
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
10	4-HC22 (GY) UBP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

In-line C315M, C315F



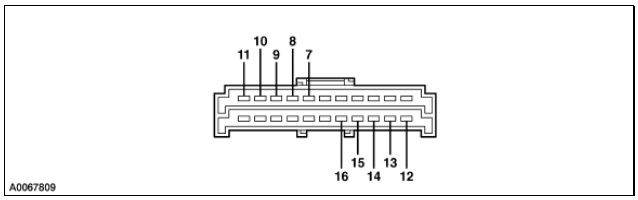
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
6	4-AH80 (GY/WH) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
10	4-HC21 (GY/OG) UBP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
13	5-AH80 (BU/OG) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

Joint Connector No. 1 C261



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
10	4-ED6 (GY) UBP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
11	4-HC1 (GY/RD) UBP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

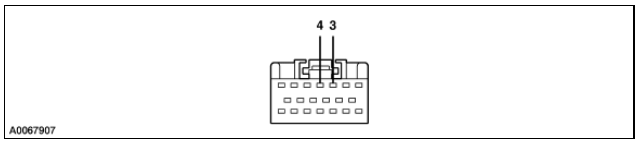
Joint Connector No. 4 C223



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	5-EG10 (BU/YE) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
8	5-FA10 (BU/YE) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
9	5-EG7 (BU/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
10	5-EG8 (BU/WH) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
11	5-EG1 (BU/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
12	4-EG1 (GY/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
13	4-EG8 (GY/VT) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
14	4-EG7 (GY/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with

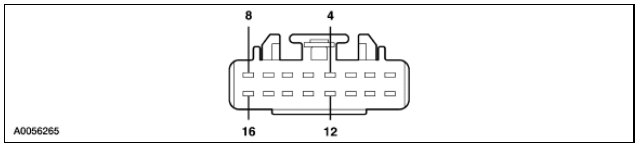
		all network modules disconnected.
15	4-FA10 (GY/BK) SCP communication circuit	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
16	4-EG10 (GY/BK) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

Audio Control Module (ACM) C240c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	4-EG10 (GY/BK) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
4	5-EG10 (BU/YE) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

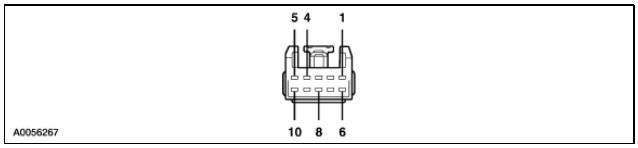
Interior Auxiliary Junction Box (AJB) C283a, C283b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4 (C283a)	5-EG13 (BU/BK) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
4 (C283b)	5-CG16 (BU/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
8 (C283a)	4-EG13 (GY/OG) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected with all network modules disconnected.
8 (C283b)	4-EG1 (GY/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network

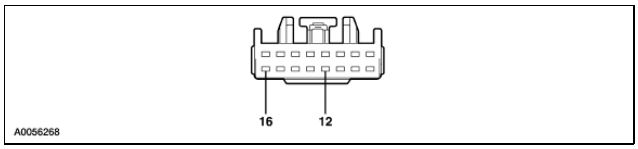
		modules disconnected.
12 (C283a)	5-AH80 (BU/OG) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
12 (C283b)	5-EG12 (BU/OG) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
16 (C283a)	4-AH80 (GY/WH) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
16 (C283b)	4-EG12 (GY/WH) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

Interior Auxiliary Junction Box (AJB) C283c



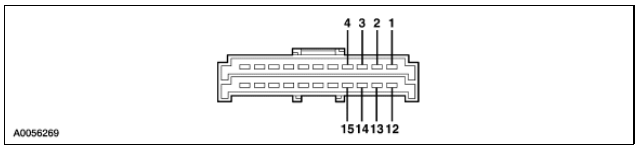
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	5-RE8 (BU) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
4	4-RE8 (GY) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
5	4-CF6 (GY) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
6	5-CF6 (BU) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
8	5-EG11 (BU) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
10	4-EG11 (GY) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

Interior Auxiliary Junction Box (AJB) C283d



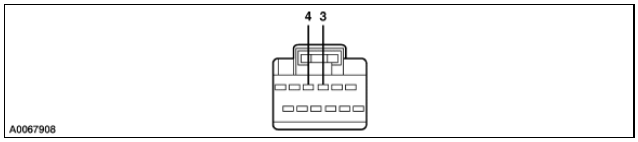
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	5-EG1 (BU/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
16	Circuit 4-EG1 (GY/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

Joint Connector No. 5 C427



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	4-EG1 (GY/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
2	4-CG16 (GY/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
4	4-EG17 (GY/BK) SCP communication circuit	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
12	5-EG1 (BU/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
13	5-CG16 (BU/RD) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.
15	5-EG17 (BU/YE) SCP communication circuit.	Less than 5 ohms between the module connector, DLC or in-line connector. Greater than 10,000 ohms to ground with all network modules disconnected.

Driver Door Module (DDM) C501a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	4-EG13 (GY/OG) SCP communication circuit.	Less than 5 ohms between the driver door module and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected
4	5-EG13 (BU/BK) SCP communication circuit.	Less than 5 ohms between the driver door module and the DLC. Greater than 10,000 ohms to ground with all network modules disconnected.

Pinpoint Test A: The Anti-Lock Brake/Traction Control (ABS/TC) Module Or Stability Assist Module Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

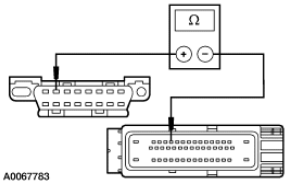
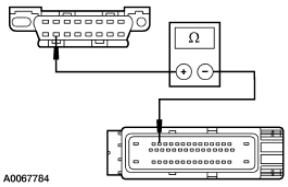
The ABS/TC module or stability assist module communicates with the diagnostic tool through the SCP communications network circuits 4-CF6 (GY) and 5-CF6 (BU). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost communications can continue. Check circuits 4-CF6 (GY) and 5-CF6 (BU) between the ABS/TC C135 or stability assist module C155 and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms there is an open in circuit 4-CF6 (GY) or 5-CF6 (BU), damage to the DLC C251, damage to the ABS/TC C135 or stability assist module C155, a problem in the in-line auxiliary junction box (AJB) C283c, C283d or joint connector No. 4 C223.

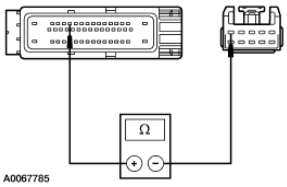
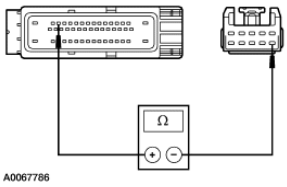
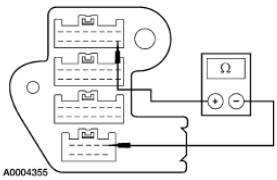
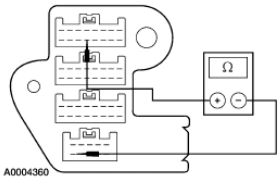
Possible Causes

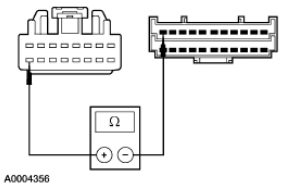
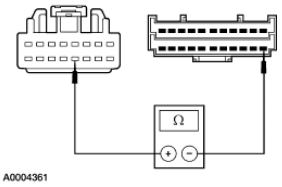
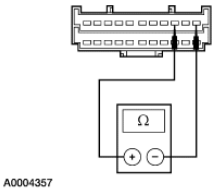
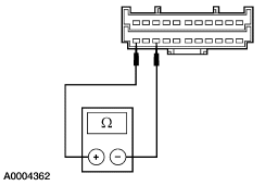
- circuits 4-CF6 (GY) and/or 5-CF6 (BU) shorted to ground or open
- C155, C135
- interior AJB C283c, C283d
- joint connector No. 4 C223
- DLC C251
- ABS/TC module or stability assist module

PINPOINT TEST A: THE ANTI-LOCK BRAKE/TRACTION CONTROL (ABS/TC) MODULE OR STABILITY ASSIST MODULE DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
A1 CHECK THE ABS/TC OR STABILITY ASSIST CONTROL MODULE FOR DAMAGE	
• Key in OFF position. • Disconnect: the ABS/TC control module C135, or the stability assist module C155.	**Yes** GO to A2 . **No** REPAIR the ABS/TC module

• Inspect the ABS/TC control module C135 or stability assist module C155 for damage. • **Is the ABS/TC C135 or stability assist module C155 ok?**	C135 or stability assist module C155 as necessary. TEST the system for normal operation.
A2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE ABS/TC MODULE C135 OR STABILITY ASSIST MODULE C155	
• If equipped with an ABS/TC module, measure the resistance between the ABS/TC module C135-12, circuit 4-CF6 (GY), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side. If equipped with a stability assist module, measure the resistance between the stability assist module C155-12, circuit 4-CF6 (GY), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0067783 • If equipped with an ABS/TC module, measure the resistance between the ABS/TC module C135-14, circuit 5-CF6 (BU), harness side and the C251-10, circuit 5-EG7 (BU/RD), harness side. If equipped with a stability assist module, measure the resistance between the stability assist module C155-14, circuit 5-CF6 (BU), harness side and the C251-10, circuit 5-EG7 (BU/RD), harness side.  A0067784 • **Are the resistances less than 5 ohms?**	**Yes** GO to A7 . **No** GO to A3 .
A3 CHECK FOR AN OPEN BETWEEN THE INTERIOR AUXILLARY JUNCTION BOX (AJB) C283c AND ABS/TC C135 OR STABILITY ASSIST MODULE C155	
• Disconnect: Interior AJB C283c. • If equipped with an ABS/TC module, measure the resistance between the ABS/TC module C135-12, circuit 4-CF6 (GY), harness side and the interior AJB C283c-5, circuit 4-CF6 (GY), harness side. If equipped with a stability assist module, measure the resistance between the stability assist module C155-12, circuit 4-CF6 (GY), harness side and the interior AJB C283c-5, circuit 4-CF6 (GY), harness side.	**Yes** GO to A4 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

 A0067785 • If equipped with an ABS/TC module, measure the resistance between the ABS/TC module C135-14, circuit 5-CF6 (BU), harness side and the interior AJB C283c-6, circuit 5-CF6 (BU), harness side. If equipped with a stability assist module, measure the resistance between the stability assist module C155-14, circuit 5-CF6 (BU), harness side and the interior AJB C283c-6, circuit 5-CF6 (BU), harness side.  A0067786 • **Are the resistances less than 5 ohms?**	
A4 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283c AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283c-5, component side.  A0004355 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283c-6, component side.  A0004360 • **Are the resistances less than 5 ohms?**	**Yes** GO to A5 . **No** INSTALL a new interior AJB. TEST the system for normal operation.
A5 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.	**Yes** GO to A6 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

 A0004356 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0004361 • **Are the resistances less than 5 ohms?**	
A6 CHECK FOR AN OPEN BETWEEN JOINT CONNECTOR No. C223	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4. TEST the system for normal operation.
A7 CHECK FOR CORRECT ABS/TC MODULE OR STABILITY ASSIST MODULE OPERATION	

• Disconnect all the ABS/TC or stability assist module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the ABS/TC or stability assist control module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
	Yes
	INSTALL a new ABS/TC or stability assist module. REFER to Section 206-09 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic

• **Is the concern still present?**	tool data link test. **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test B: The Front Electronic Module (FEM) Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

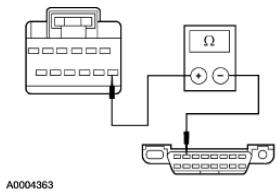
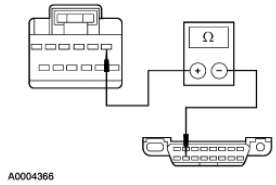
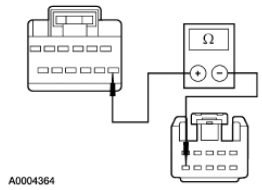
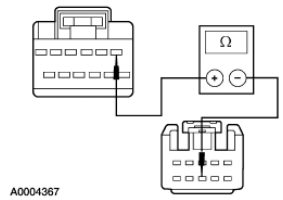
The FEM communicates with the diagnostic tool through the SCP communications network circuits 4-EG11 (GY) and 5-EG11 (BU). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost, communications can continue. Check circuits 4-EG11 (GY) and 5-EG11 (BU) between the FEM C201c and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuits 4-EG11 (GY) and 5-EG11 (BU), damage to the DLC C251, damage to the FEM C201c, or a problem in the in-line joint connectors interior auxiliary junction box (AJB) C283c, C283d or joint connector No. 4 C223.

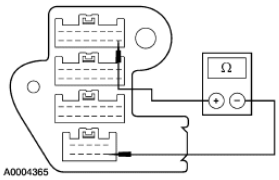
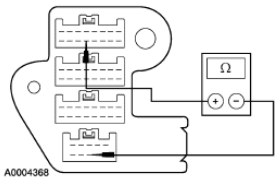
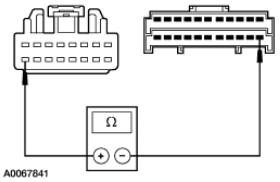
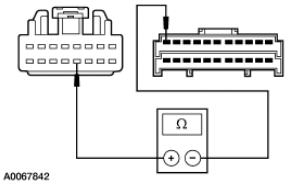
Possible Causes

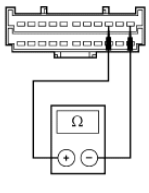
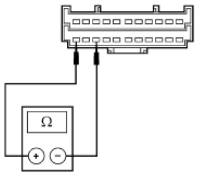
- circuits 4-EG11 (GY) and/or 5-EG11 shorted to ground or open
- C201c
- interior AJB C283c, C283d
- joint connector No. 4 C223
- DLC C251
- FEM

PINPOINT TEST B: THE FRONT ELECTRONIC MODULE (FEM) DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
B1 CHECK THE FEM C201c FOR DAMAGE	
• Key in OFF position. • Disconnect: the FEM C201c. • Inspect the FEM C201c for damage; repair as necessary. • **Is the FEM C201c OK?**	**Yes** GO to B2 . **No** GO to B7 .
B2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE FEM C201c	
• Measure the resistance between the FEM C201c-7, circuit 4-EG11 (GY), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.	**Yes** GO to B7 . **No** GO to B3 .

 A0004363 • Measure the resistance between the FEM C201c-1, circuit 5-EG11 (BU), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004366 • **Is the resistance less than 5 ohms?**	
B3 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283c AND THE FEM C201c	
• Measure the resistance between the FEM C201c-7, circuit 4-EG11 (GY), harness side and the interior AJB C283c-10, circuit 4-EG11 (GY), harness side.  A0004364 • Measure the resistance between the FEM C201c-1, circuit 5-EG11 (BU), harness side and the interior AJB C283c-8, circuit 5-EG11 (BU), harness side.  A0004367 • **Is the resistance less than 5 ohms?**	**Yes** GO to B4 . **No** REPAIR the circuit in question. TEST the system for normal operation.
B4 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283c AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283c-10, component side.	**Yes** GO to B5 . **No** INSTALL a new interior AJB. TEST the system for normal operation.

 A0004365 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283c-8, component side.  A0004368 • **Are the resistances less than 5 ohms?**	
B5 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior the AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067841 • Measure the resistance between the interior C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067842 • **Are the resistances less than 5 ohms?**	**Yes** GO to B6 . **No** REPAIR the circuit in question. CARRY OUT the data link diagnostics test.
B6 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.	**Yes** REPAIR the circuit in question between the DLC and joint connector No. 4 C223. CARRY OUT the data link diagnostics test. **No** REPAIR joint connector No. 4. TEST the system for normal operation.

 A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	
B7 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Front Electronic Module (FEM) in this section. TEST the system for normal operation.
	
	CARRY OUT the data link diagnostics test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test C: The Restraint Control Module (RCM) Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

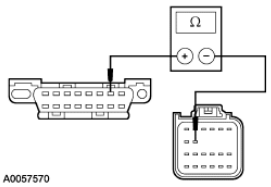
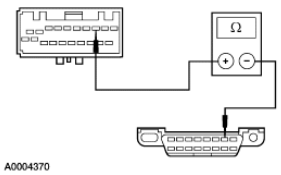
Normal Operation

The RCM communicates with the diagnostic tool through the ISO 9141 communications network circuit 4-EE1 (GY/RD). If circuit 4-EE1 (GY/RD) becomes open or shorted to ground communications to that module will not be possible. Check circuit 4-EE1 (GY/RD) between the RCM C310a and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms there is an open in circuit 4-EE1 (GY/RD), damage to the DLC C251, in-line C212 or damage to the RCM C310a.

Possible Causes

- circuit 4-EE1 (GY/RD) shorted to ground or open
- in-line C212
- RCM C310a
- DLC C251
- RCM

PINPOINT TEST C: THE RESTRAINT CONTROL MODULE (RCM) DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
C1 CHECK FOR AN OPEN CIRCUIT BETWEEN THE RCM C310a AND THE DLC C251	
• KEY in OFF position. • Deactivate the air bag system. Refer to Section 501-20B . • Disconnect: RCM C310b. • Inspect the RCM C310b for damage. • **Is the RCM C301b OK?**	**Yes** GO to C2 . **No** REPAIR the RCM C310b as necessary. TEST the system for normal operation.
C2 CHECK FOR AN OPEN CIRCUIT BETWEEN THE RCM C310a AND THE DLC C251	
• Measure the resistance between the DLC C251-7, circuit 4-EE10 (GY/BK), harness side and the RCM C310b-11, circuit 4-EE1 (GY/RD), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to C4 . **No** GO to C3 .
C3 CHECK FOR AN OPEN CIRCUIT BETWEEN THE DLC C251 AND IN-LINE C212M	
• Disconnect: in-line C212. • Measure the resistance between the DLC C251-7, circuit 4-EE10 (GY/BK), harness side and in-line C212F-8, circuit 4-EE10 (GY/BK), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit between the RCM C310b and in-line C212M. TEST the system for normal operation. **No** REPAIR the circuit between the DLC C251 and in-line C212F. TEST the system for normal operation.
C4 CHECK FOR CORRECT RCM OPERATION	

• Disconnect all the RCM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the RCM connectors and make sure they seat correctly.
	Yes
	INSTALL a new RCM. REFER to Section 501-20B . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.

• Operate the system and verify the concern is still present. • **Is the concern still present?**	**No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test D: The Instrument Cluster Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

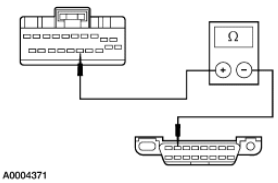
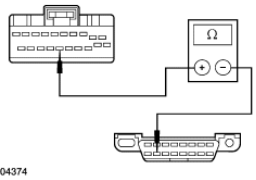
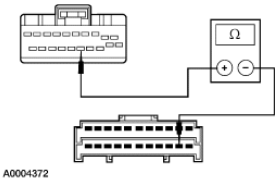
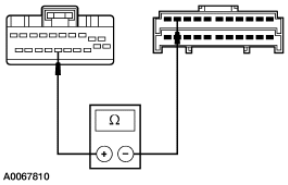
The instrument cluster communicates with the diagnostic tool through the SCP communications network circuits 4-EG7 (GY/RD) and 5-EG7 (BU/RD). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost communications can continue. Check circuits 4-EG7 (GY/RD) and 5-EG7 (BU/RD) between the instrument cluster C220b and the data link connector (DLC) C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms there is an open in circuit 4-EG7 (GY/RD) and 5-EG7 (BU/RD), damage to the DLC C251, joint connector No. 4 or damage to the instrument cluster C220b.

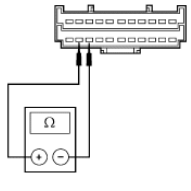
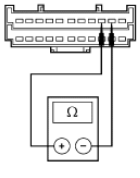
Possible Causes

- circuits 4-EG7 (GY/RD) and 5-EG7 (BU/RD) shorted to ground or open
- joint connector No. 4 C223
- instrument cluster C220b
- DLC C251
- instrument cluster

PINPOINT TEST D: THE INSTRUMENT CLUSTER DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
D1 CHECK THE INSTRUMENT CLUSTER C220b FOR DAMAGE	
• Key In OFF position. • Disconnect: Instrument Cluster C220b. • Inspect the instrument cluster C220b for damage. • **Is the instrument cluster C220b OK?**	**Yes** GO to D2 . **No** REPAIR the instrument cluster C220b as necessary. TEST the system for normal operation.
D2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE INSTRUMENT CLUSTER C220b	
• Measure the resistance between the instrument cluster C220b-15, circuit 4-EG8 (GY/VT), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.	**Yes** GO to D5 . **No** GO to D3 .

 A0004371 • Measure the resistance between the instrument cluster C220b-16, circuit 5-EG8 (BU/WH), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004374 • **Is the resistance less than 5 ohms?**	
D3 CHECK FOR OPEN BETWEEN INSTRUMENT CLUSTER C220b AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between the instrument cluster C220b-15, circuit 4-EG8 (GY/VT), harness side and joint connector No. 4 C223-13, circuit 4-EG8 (GY/VT), harness side.  A0004372 • Measure the resistance between the instrument cluster C220b-16, circuit 5-EG8 (BU/WH), harness side and joint connector No. 4 C223-10, circuit 5-EG8 (BU/WH), harness side.  A0067810 • **Is the resistance less than 5 ohms?**	**Yes** GO to D4 . **No** REPAIR the circuit in question. TEST the system for normal operation.
D4 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-10, component side.	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. TEST the system for normal operation. **No** REPAIR joint connector No. 4 as

 A0004376 • Measure the resistance between joint connector No. 4 C223-13, component side and joint connector No. 4 C223-14, component side.  A0004373 • **Is the resistance less than 5 ohms?**	necessary. TEST the system for normal operation.
D5 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test E: No Powertrain Control Module (PCM) Standard Corporate Protocol (SCP) Network Communication

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

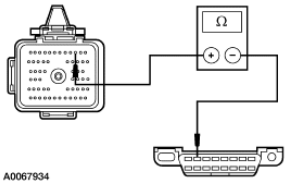
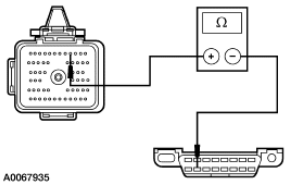
Normal Operation

The PCM communicates with the modules through the standard corporate protocol (SCP) communications network. Circuits 4-RE8 (GY) and 5-RE8 (BU) receive and transmit data from the PCM to the modules. Degraded SCP performance occurs if one bus line is open, shorted to ground or voltage, or if one but not all termination resistors are lost.

Possible Causes

- circuits 4-RE8 (GY) and/or 5-RE8 (BU) shorted to ground or open
- PCM C175a
- DLC C251
- PCM

PINPOINT TEST E: NO POWERTRAIN CONTROL MODULE (PCM) STANDARD CORPORATE PROTOCOL (SCP) NETWORK COMMUNICATION

Test Step	Result / Action to Take
E1 CHECK THE PCM C175a FOR DAMAGE	
• Key in OFF position. • Disconnect: PCM C175a. • Inspect the PCM C175a for damage. • **Is the PCM C175a OK?**	**Yes** GO to E2 . **No** REPAIR the PCM C175a as necessary. TEST the system for normal operation.
E2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE PCM C175a	
• Measure the resistance between the PCM C175a-3, circuit 4-RE8 (GY), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0067934 • Measure the resistance between the PCM C175a-4, circuit 5-RE8 (BU), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0067935 • **Are the resistances less than 5 ohms?**	**Yes** GO to E3 . **No** REPAIR the circuit in question. TEST the system for normal operation.
E3 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	CARRY OUT the data link diagnostics test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test F: The Dual Automatic Temperature Control (DATC) Module Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

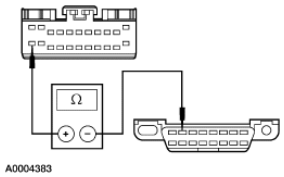
Normal Operation

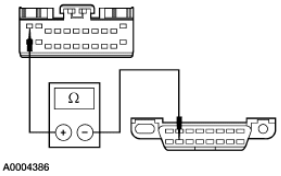
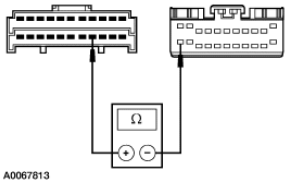
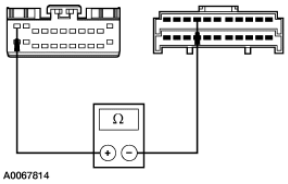
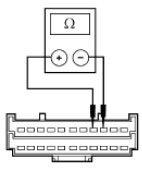
The DATC module communicates with the diagnostic tool through the SCP communications network circuits 4-FA10 (GY/BK) and 5-FA10 (BU/YE). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost, communications can continue. Check circuits 4-FA10 (GY/BK) and 5-FA10 (BU/YE) between the DATC module C228a and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms there is an open in circuits 4-FA10 (GY/BK) or 5-FA10 (BU/YE), damage to the DLC C251, the DATC module C228a, or in joint connector No. 4 C223.

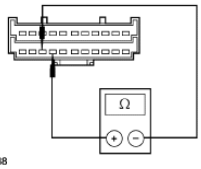
Possible Causes

- circuit 4-FA10 (GY/BK) and/or 5-FA10 (BU/YE) shorted to ground or open
- C228a
- joint connector No. 4 C223
- DLC C251
- DATC module

PINPOINT TEST F: THE DUAL AUTOMATIC TEMPERATURE CONTROL (DATC) MODULE DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
F1 CHECK THE DATC MODULE C228a FOR DAMAGE	
• Key in OFF position. • Disconnect: DATC Module C228a. • Inspect the DATC module C228a for damage. • **Is the DATC module C228a ok?**	**Yes** GO to F2 . **No** REPAIR the DATC module C228a as necessary. TEST the system for normal operation.
F2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE DATC MODULE C228a	
• Measure the resistance between the DATC module C228a-12, circuit 4-FA10 (GY/BK), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004383 • Measure the resistance between the DATC module C228a-1, circuit 5-FA10 (BU/YE), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.	**Yes** GO to F5 . **No** GO to F3 .

 A0004386 • **Are the resistances less than 5 ohms?**	
F3 CHECK FOR AN OPEN BETWEEN THE DATC MODULE C228a AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between the DATC module C228a-12, circuit 4-FA10 (GY/BK), harness side and joint connector No. 4 C223-15, circuit 4-FA10 (GY/BK), harness side.  A0067813 • Measure the resistance between the DATC module C228a-1, circuit 5-FA10 (BU/YE), harness side and joint connector No. 4 C223-8, circuit 5-FA10 (BU/YE), harness side.  A0067814 • **Are the resistances less than 5 ohms?**	**Yes** GO to F4 . **No** REPAIR the circuit in question. TEST the system for normal operation.
F4 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-14, component side and joint connector No. 4 C223-15, component side.  A0004385 • Measure the resistance between joint connector No. 4 C223-8, component side and joint connector No. 4 C223-9, component side.	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.

 • **Are the resistances less than 5 ohms?**	
F5 CHECK FOR CORRECT DATC MODULE OPERATION	

• Disconnect all the DATC module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the DATC module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DATC module. REFER to Section 412-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test G: The Audio Control Module (ACM) Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

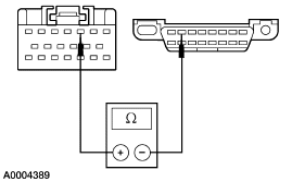
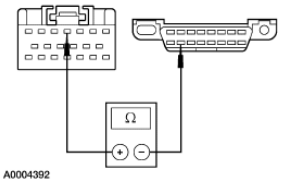
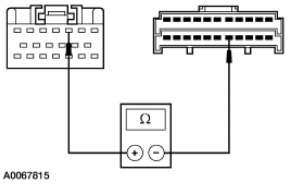
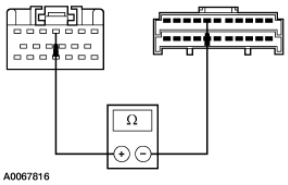
The ACM module communicates with the diagnostic tool through the SCP communications network circuits 4-EG10 (GY/BK) and 5-EG10 (BU/YE). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost, communications can continue. Check circuits 4-EG10 (GY/BK) and 5-EG10 (BU/YE) between the ACM C240c and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuits 4-EG10 (GY/BK) and 5-EG10 (BU/YE), damage to the DLC C251, the ACM C240c, or in joint connector No. 4 C223.

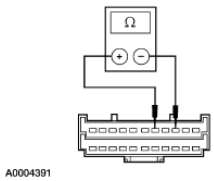
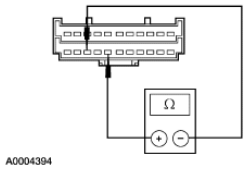
Possible Causes

- circuits 4-EG10 (GY/BK) and 5-EG10 (BU/YE) shorted to ground or open
- C240c
- joint connector No. 4 C223
- DLC C251
- ACM

PINPOINT TEST G: THE AUDIO CONTROL MODULE (ACM) DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
G1 CHECK THE ACM C240c FOR DAMAGE	
• Key in OFF position. • Disconnect: ACM C240c. • Inspect the ACM C240c for damage.	**Yes** GO to G2 . **No**

• **Is the ACM C240c OK?**	REPAIR the ACM C240c as necessary. TEST the system for normal operation.
G2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE ACM C240c	
• Measure the resistance between the ACM C240c-3, circuit 4-EG10 (GY/BK), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004389 • Measure the resistance between the ACM C240c-4, circuit 5-EG10 (BU/YE), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004392 • **Are the resistances less than 5 ohms?**	**Yes** GO to G5 . **No** GO to G3 .
G3 CHECK FOR AN OPEN BETWEEN THE ACM C240c AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between the ACM C240c-3, circuit 4-EG10 (GY/BK), harness side and joint connector No. 4 C223-16, circuit 4-EG10 (GY/BK), harness side.  A0067815 • Measure the resistance between the ACM C290c-4, circuit 5-EG10 (BU/YE), harness side and joint connector No. 4 C223-7, circuit 5-EG10 (BU/YE), harness side.  A0067816	**Yes** GO to G4 . **No** REPAIR the circuit in question. TEST the system for normal operation.

• **Are the resistances less than 5 ohms?**	
G4 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-14, component side and joint connector No. 4 C223-16, component side.  • Measure the resistance between joint connector No. 4 C223-7, component side and joint connector No. 4 C223-9, component side.  • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
G5 CHECK FOR CORRECT ACM OPERATION	

• Disconnect all the ACM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM. REFER to Section 415-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test H: The Powertrain Control Module (PCM) Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

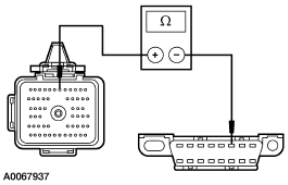
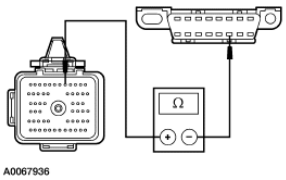
Normal Operation

The PCM communicates with the diagnostic tool through the controller area network (CAN) circuits 4-EC7 (GY/RD) and 5-EC7 (BU/RD). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost, communications can continue. Check circuits 4-EC7 (GY/RD) and 5-EC7 (BU/RD) between the PCM C175a and the data link connector (DLC) C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms there is an open in circuit 4-EC7 (GY/RD) or 5-EC7 (BU/RD), damage to the DLC C251, or damage to the PCM C175a.

Possible Causes

- 4-EC7 (GY/RD) and/or 5-EC7 (BU/RD) shorted to ground or open
- PCM C175a
- DLC C251
- PCM

PINPOINT TEST H: THE POWERTRAIN CONTROL MODULE (PCM) DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
H1 CHECK THE PCM C175a FOR DAMAGE	
• Key in OFF position. • Disconnect: PCM C175a. • Inspect the PCM C175a for damage. • **Is the PCM C175a OK?**	**Yes** GO to H2 . **No** REPAIR the PCM C175a as necessary. TEST the system for normal operation.
H2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE PCM C175a	
• Measure the resistance between the PCM C175a-53, circuit 4-EC7 (GY/RD), harness side and the DLC C251-6, circuit 4-EC7 (GY/RD), harness side.  A0067937 • Measure the resistance between the PCM C175a-54, circuit 5-EC7 (BU/RD), harness side and the DLC C251-14, circuit 5-EC7 (BU/RD), harness side.  A0067936 • **Are the resistances less than 5 ohms?**	**Yes** GO to H3 . **No** REPAIR the circuit in question. TEST the system for normal operation.
H3 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this

	time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test I: The Driver Seat Module (DSM) Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

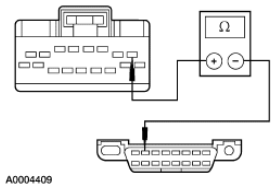
Normal Operation

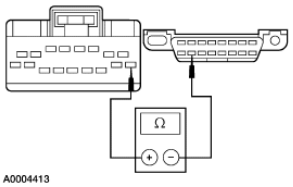
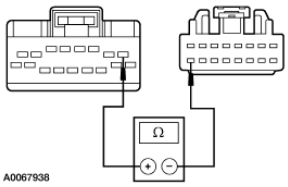
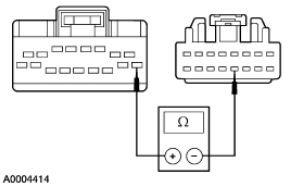
The DSM communicates with the diagnostic tool through the SCP communications network circuits 4-AH80 (GY/WH) and 5-AH80 (BU/OG). If circuit 4-AH80 (GY/WH) or 5-AH80 (BU/OG) becomes open or shorted to ground, communications to that module will not be possible. Check circuits 4-AH80 (GY/WH) and 5-AH80 (BU/OG) between the DSM C341c and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-AH80 (GY/WH) or 5-AH80 (BU/OG), damage to the DLC C251, damage to the DSM C341c, or a problem with in-line interior auxiliary junction box (AJB) C283c, C283d or joint connector No. 4 C223.

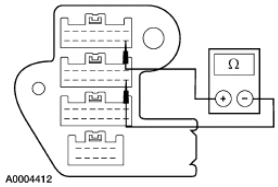
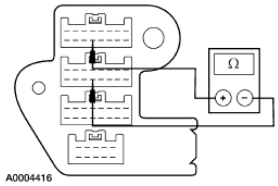
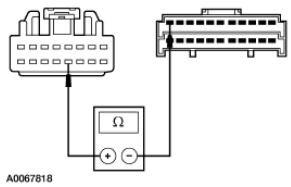
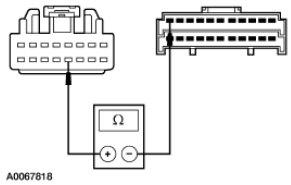
Possible Causes

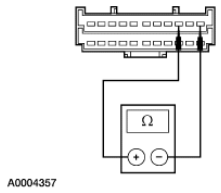
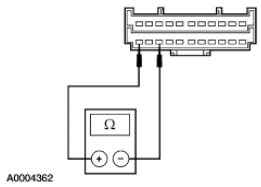
- circuit 4-AH80 (GY/WH) or 5-AH80 (BU/OG) shorted to ground or open
- C341c
- interior AJB C283c, C283d
- joint connector No. 4 C223
- DLC C251
- DSM

PINPOINT TEST I: THE DRIVER SEAT MODULE (DSM) DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
I1 CHECK THE DSM 341c FOR DAMAGE	
• Key in OFF position. • Disconnect: DSM C341c. • Inspect the DSM C341c for damage. • **Is the DSM C341c OK?**	**Yes** GO to I2 . **No** REPAIR the DSM C341c as necessary. TEST the system for normal operation.
I2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE DSM 341c	
• Measure the resistance between the DSM C341c-1, circuit 4-AH80 (GY/WH), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  	**Yes** GO to I7 . **No** GO to I3 .

• Measure the resistance between the DSM C341c-9, circuit 5-AH80 (BU/OG), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004413 • **Are the resistances less than 5 ohms?**	
I3 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283a AND THE DSM 341c	
• Disconnect: Interior AJB C283a. • Measure the resistance between the DSM C341c-1, circuit 4-AH80 (GY/WH), harness side and the interior AJB C283a-16, circuit 4-AH80 (GY/WH), harness side.  A0067938 • Measure the resistance between the DSM C341c-9, circuit 5-AH80 (BU/OG), harness side and the interior AJB C283a-12, circuit 5-AH80 (BU/OG), harness side.  A0004414 • **Are the resistances less than 5 ohms?**	**Yes** GO to I4 . **No** Repair the circuit in question. TEST the system for normal operation.
I4 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283a AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C293d. • Measure the resistance between the interior AJB C283a-16, component side and the interior AJB C283d-16, component side.	**Yes** GO to I5 . **No** INSTALL a new AJB. TEST the system for normal operation.

 A0004412 • Measure the resistance between the interior AJB C283a-12, component side and the interior AJB C283d-12, component side.  A0004416 • **Are the resistances less than 5 ohms?**	
I5 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067818 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067818 • **Are the resistances less than 5 ohms?**	**Yes** GO to I6 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test in this section.
I6 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN BETWEEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test.

 A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
I7 CHECK FOR CORRECT DSM OPERATION	

• Disconnect all the DSM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the DSM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DSM. REFER to Driver Seat Module (DSM) in this section. TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test J: The Driver Door Module (DDM) Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

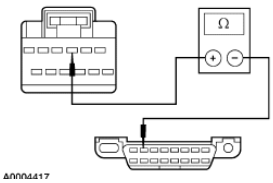
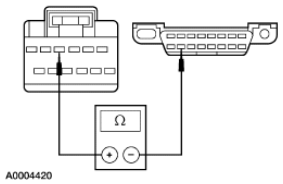
Normal Operation

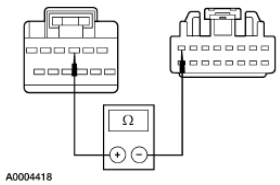
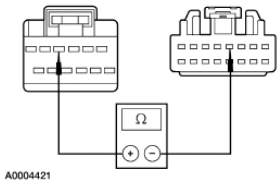
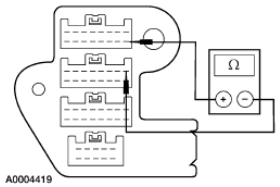
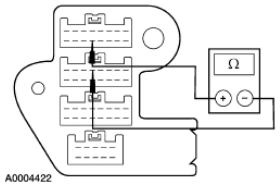
The DDM communicates with the diagnostic tool through the SCP communications network circuits 4-EG13 (GY/OG) and 5-EG13 (GY/OG). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost communications can continue. Check circuits 4-EG13 (GY/OG) and 5-EG13 (GY/OG) between the DDM C501a and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-EG13 (GY/OG) or 5-EG13 (GY/OG), damage to the DLC C251, damage to the DDM C155a, or a problem in the interior auxiliary junction box (AJB) C283c, C283d or joint connector No. 4 C223.

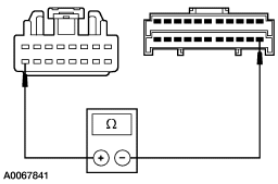
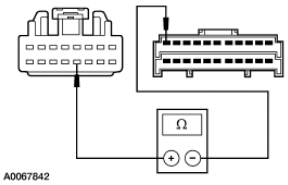
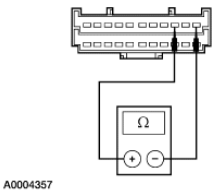
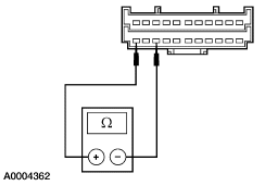
Possible Causes

- circuits 4-EG13 (GY/OG) and 5-EG13 (GY/OG) shorted to ground or open
- C501a
- interior AJB C283c, C283d
- joint connector No. 4 C223
- DLC C251
- DDM

PINPOINT TEST J: THE DRIVER DOOR MODULE (DDM) DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
J1 CHECK THE DDM C501a FOR DAMAGE	
• Key in OFF position. • Disconnect: DDM C501a. • Inspect the DDM C501a for damage. • **Is the DDM C501a OK?**	**Yes** GO to J2 . **No** REPAIR the DDM C501a as necessary. TEST the system for normal operation.
J2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE DDM C501a	
• Measure the resistance between the DDM 501a-3, circuit 4-EG13 (GY/OG), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004417 • Measure the resistance between the DDM 501a-4, circuit 5-EG13 (BU/BK), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004420 • **Are the resistances less than 5 ohms?**	**Yes** GO to J7 . **No** GO to J3 .
J3 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283a AND THE DDM C501a	
• Disconnect: Interior AJB C283a. • Measure the resistance between the DDM 501a-3, circuit 4-EG13 (GY/OG), harness side and the interior AJB C283a-8, circuit 4-EG13 (GY/OG), harness side.	**Yes** GO to J4 . **No** REPAIR the circuit in question. TEST the system for normal operation.

 A0004418 • Measure the resistance between the DDM 501a-4, circuit 5-EG13 (BU/BK), harness side and the interior AJB C283a-4, circuit 5-EG13 (BU/BK), harness side.  A0004421 • **Are the resistances less than 5 ohms?**	
J4 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283a AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283a-8, component side.  A0004419 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283a-4, component side.  A0004422 • **Are the resistances less than 5 ohms?**	**Yes** GO to J5 . **No** INSTALL a new AJB. TEST the system for normal operation.
J5 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.	**Yes** GO to J6 . **No** REPAIR the circuit in question. TEST the system for normal operation.

 A0067841 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067842 • **Are the resistances less than 5 ohms?**	
J6 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
J7 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all the DDM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
	Yes
	INSTALL a new DDM. REFER to Driver Door Module (DDM) in this section. TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No

• **Is the concern still present?**	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test K: The Rear Electronic Module (REM) Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

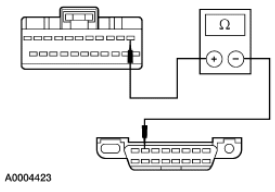
Normal Operation

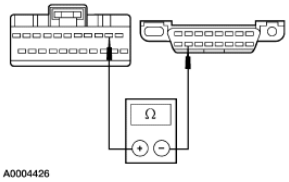
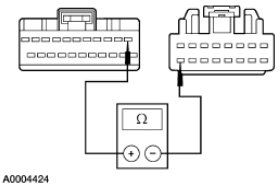
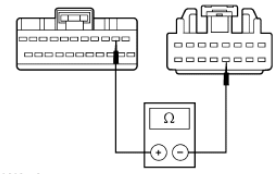
The REM communicates with the diagnostic tool through the SCP communications network circuits 4-EG12 (GY/WH) and 5-EG12 (BU/OG). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost, communications can continue. Check circuits 4-EG12 (GY/WH) and 5-EG12 (BU/OG) between the in-line joint connectors C283b, C283d or C223 and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuits 4-EG12 (GY/WH) and 5-EG12 (BU/OG), damage to the DLC C251, damage to the REM 420b, or a problem in the interior auxiliary junction box (AJB) C283c, C283d or joint connector No. 4 C223.

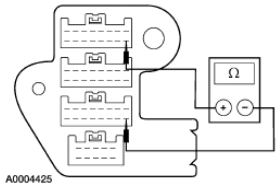
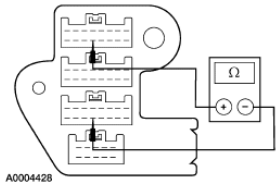
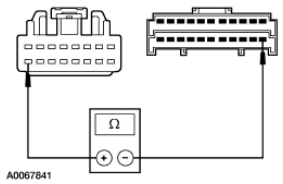
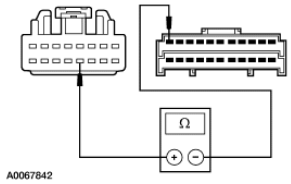
Possible Causes

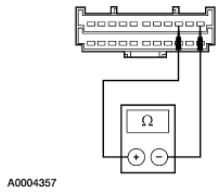
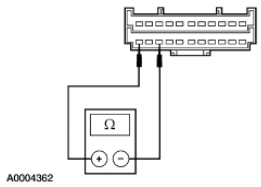
- circuits 4-EG12 (GY/WH) and 5-EG12 (BU/OG) shorted to ground or open
- REM 420b
- interior AJB C283c, C283d
- joint connector No. 4 C223
- DLC C251
- REM

PINPOINT TEST K: THE REAR ELECTRONIC MODULE (REM) DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
K1 CHECK THE REM C420b FOR DAMAGE	
• Key in OFF position. • Disconnect: REM C420b. • Inspect the REM C420b for damage. • **Is the REM C420b OK?**	**Yes** GO to K2 . **No** REPAIR the REM C420b as necessary. TEST the system for normal operation.
K2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE REM C420b	
• Measure the resistance between the REM C420b-1, circuit 4-EG12 (GY/WH), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  	**Yes** GO to K7 . **No** GO to K3 .

• Measure the resistance between the REM C420b-2, circuit 5-EG12 (BU/OG), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004426 • **Are the resistances less than 5 ohms?**	
K3 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND THE REM C420b	
• Disconnect the interior AJB C283b. • Measure the resistance between the REM C420b-1, circuit 4-EG12 (GY/WH), harness side and the interior AJB C283b-16, circuit 4-EG12 (GY/WH), harness side.  A0004424 • Measure the resistance between the REM C420b-2, circuit 5-EG12 (BU/OG), harness side and the interior AJB C283b-12, circuit 5-EG12 (BU/OG), harness side.  A0004427 • **Are the resistances less than 5 ohms?**	**Yes** GO to K4 . **No** REPAIR the circuit in question. TEST the system for normal operation.
K4 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283b-16, component side.	**Yes** GO to K5 . **No** INSTALL a new interior AJB. TEST the system for normal operation.

 A0004425 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283b-12, component side.  A0004428 • **Are the resistances less than 5 ohms?**	
K5 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067841 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067842 • **Are the resistances less than 5 ohms?**	**Yes** GO to K6 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.
K6 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test.

 A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
K7 CHECK FOR CORRECT REM OPERATION	

• Disconnect all the REM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Rear Electronic Module (REM) in this section. TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test L: The Navigation System Module Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

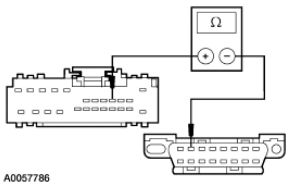
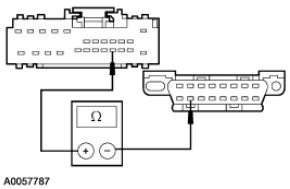
The navigation system module communicates with the diagnostic tool through the SCP communications network circuits 4-EG17 (GY/BK) and 5-EG17 (BU/YE). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost, communications can continue. Check circuits 4-EG17 (GY/BK) and 5-EG17 (BU/YE) between the navigation system module C4209 and the data link connector (DLC) C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-EG17 (GY/BK) and 5-EG17 (BU/YE), damage to the DLC C251, damage to the navigation system module C4209, or a problem in the interior auxiliary junction box (AJB) C283c, C283d, joint connector No. 5 C427 or joint connector No. 4 C223.

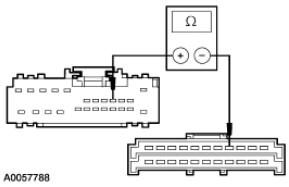
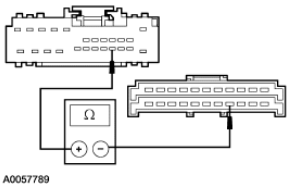
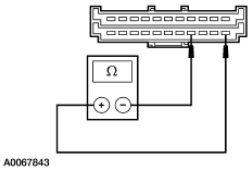
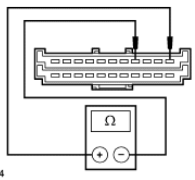
Possible Causes

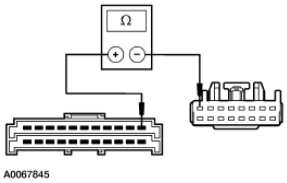
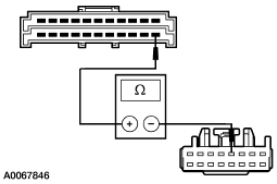
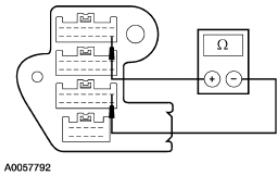
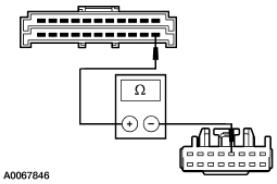
- circuits 4-EG17 (GY/BK) and 5-EG17 (BU/YE) shorted to ground or open
- navigation system module C4209
- interior AJB C283c C283d
- joint connector No. 4 C223
- joint connector No. 5 C427

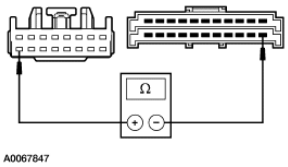
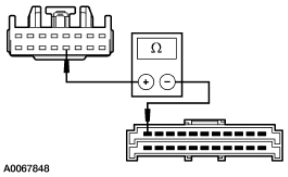
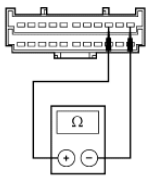
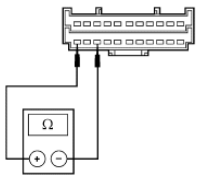
- DLC C251
- navigation system module

PINPOINT TEST L: THE NAVIGATION SYSTEM MODULE DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
L1 CHECK THE NAVIGATION SYSTEM MODULE C4209 FOR DAMAGE	
• Key in OFF position. • Disconnect: Navigation System Module C4209. • Inspect the navigation system module C4209 for damage. • **Is the navigation system module C4209 OK?**	**Yes** GO to L2 . **No** REPAIR the navigation system module C4209 as necessary. TEST the system for normal operation.
L2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE NAVIGATION SYSTEM MODULE C4209	
• Measure the resistance between the navigation system module C4209-4, circuit 4-EG17 (GY/BK), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0057786 • Measure the resistance between the navigation system module C4209-16, circuit 5-EG17 (BU/YE), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0057787 • **Are the resistances less than 5 ohms?**	**Yes** GO to L9 . **No** GO to L3 .
L3 CHECK FOR AN OPEN BETWEEN JOINT CONNECTOR No. 5 C427 AND THE NAVIGATION SYSTEM MODULE C4209	
• Disconnect: Joint Connector No. 5 C427. • Measure the resistance between the navigation system module C4209-4, circuit 4-EG17 (GY/BK), harness side and joint connector No. 5 C427-4, circuit 4-EG17 (GY/BK), harness side.	**Yes** GO to L4 . **No** REPAIR the circuit in question. TEST the system for normal operation.

 A0057788 • Measure the resistance between the navigation system module C4209-16, circuit 5-EG17 (BU/YE), harness side and joint connector No. 5 C427-15, circuit 5-EG17 (BU/YE), harness side.  A0057789 • **Are the resistances less than 5 ohms?**	
L4 CHECK JOINT CONNECTOR No. 5 FOR AN OPEN	
• Measure the resistance between joint connector No. 5 C427-1, component side and joint connector No. 5 C427-4, component side.  A0067843 • Measure the resistance between joint connector No. 5 C427-12, component side and joint connector No. 5 C427-15, component side.  A0067844 • **Are the resistances less than 5 ohms?**	**Yes** GO to L5 . **No** REPAIR joint connector No. 5 C427 as necessary. TEST the system for normal operation.
L5 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND JOINT CONNECTOR No. 5 C427	
• Disconnect: Interior AJB C283b. • Measure the resistance between the interior AJB C283b-8, circuit 4-EG1 (GY/RD), harness side and joint connector No. 5 C427-1, circuit 4-EG1 (GY/RD), harness side.	**Yes** GO to L6 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

 A0067845 • Measure the resistance between the interior AJB C283b-4, circuit 5-EG1 (BU/RD), harness side and joint connector No. 5 C427-12, circuit 5-EG1 (BU/RD), harness side.  A0067846 • **Are the resistances less than 5 ohms?**	
L6 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283b-8, component side.  A0057792 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283b-4, component side.  A0067846 • **Are the resistances less than 5 ohms?**	**Yes** GO to L7 . **No** INSTALL a new interior AJB. TEST the system for normal operation.
L7 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.	**Yes** GO to L8 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

 A0067847 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067848 • **Are the resistances less than 5 ohms?**	
L8 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
L9 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all the navigation system module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Section 419-02 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No

	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test M: The Driver Temperature Controlled Seat Module Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

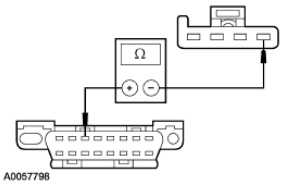
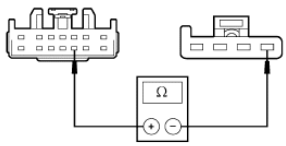
The driver temperature controlled seat module communicates with the diagnostic tool through the UBP communications network circuit 4-HC21 (GY/OG). If circuit 4-HC21 (GY/OG) becomes open or shorted to ground, communications to that module will not be possible. Check circuit 4-HC21 (GY/OG) between the temperature controlled seat module and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-HC21 (GY/OG), damage to the DLC C251, damage to the driver temperature controlled seat module C3031a, or a problem in the in-line connectors C213, C315 or joint connector No. 1 C261.

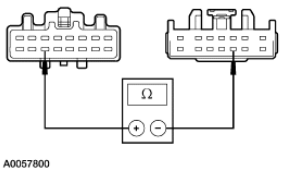
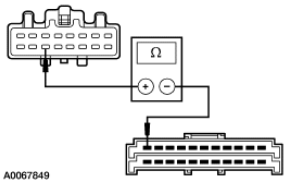
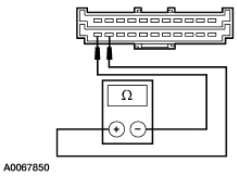
Possible Causes

- circuit 4-HC21 (GY/OG) shorted to ground or open
- driver temperature controlled seat module C3031a
- joint connector No. 1 C261
- in-line C213
- in-line C315
- DLC C251
- driver temperature controlled seat module

PINPOINT TEST M: THE DRIVER TEMPERATURE CONTROLLED SEAT MODULE DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
M1 CHECK THE DRIVER TEMPERATURE CONTROLLED SEAT MODULE C3031a FOR DAMAGE	
• Key in OFF position. • Disconnect: Driver Temperature Controlled Seat Module C3031a. • Inspect the driver temperature controlled seat module C3031a for damage. • **Is the driver temperature controlled seat module C3031a OK?**	**Yes** GO to M2 . **No** REPAIR the driver temperature controlled seat module C3031a. CARRY OUT the diagnostic tool data link test.
M2 CHECK CIRCUIT 4-HC21 (GY/OG) BETWEEN THE DLC C251 AND THE DRIVER TEMPERATURE CONTROLLED SEAT MODULE C3031a FOR AN OPEN	

• Measure the resistance between the driver temperature controlled seat module C3031a-1, circuit 4-HC21 (GY/OG), harness side and the DLC C251-3, circuit 4-ED6 (GY), harness side.  A0057798 • **Is the resistance less than 5 ohms?**	**Yes** GO to M9 . **No** GO to M3 .
M3 CHECK IN-LINE C315 FOR DAMAGE	
• Disconnect: In-Line C315. • Inspect in-lines C315M and C315F for damage. • **Are in-lines C315M and OK?**	**Yes** GO to M4 . **No** REPAIR in-lines C315M and . CARRY OUT the diagnostic tool data link test.
M4 CHECK CIRCUIT 4-HC21 (GY/OG) BETWEEN IN-LINE C315F AND THE DRIVER TEMPERATURE CONTROLLED SEAT MODULE C3031a FOR AN OPEN	
• Measure the resistance between the driver temperature controlled seat module C3031a-1, circuit 4-HC21 (GY/OG), harness side and in-line C315M-10, circuit 4-HC21 (GY/OG), harness side.  A0057799 • **Is the resistance less than 5 ohms?**	**Yes** GO to M5 . **No** REPAIR the circuit between in-line C315M and the driver temperature controlled seat module C3031a. CARRY OUT the diagnostic tool data link test.
M5 CHECK IN-LINE C213 FOR DAMAGE	
• Disconnect: In-Line C213. • Inspect in-lines C213M and C213F for damage. • **Are in-lines C213M and OK?**	**Yes** GO to M6 . **No** REPAIR in-lines C213M and C213F. CARRY OUT the diagnostic tool data link test.
M6 CHECK CIRCUIT 4-HC21 (GY/OG) BETWEEN IN-LINE C315F AND IN-LINE C213F FOR AN OPEN	
• Measure the resistance between in-line C213F-11, circuit 4-HC1 (GY/RD), harness side and in-line C315M-10, circuit 4-HC21 (GY/OG), harness side.	**Yes** GO to M7 . **No** REPAIR the circuit between in-line C315F and in-line C213F. CARRY

 A0057800 • **Is the resistance less than 5 ohms?**	OUT the diagnostic tool data link test.
M7 CHECK CIRCUIT 4-HC1 (GY/RD) BETWEEN IN-LINE C213M AND JOINT CONNECTOR No. 1 C261 FOR AN OPEN	
• Measure the resistance between in-line C213M-11, circuit 4-HC1 (GY/RD), harness side and joint connector No. 1 C261-11, circuit 4-HC1 (GY/RD), harness side.  A0067849 • **Is the resistance less than 5 ohms?**	**Yes** GO to M8 . **No** REPAIR the circuit between in-line C213M and joint connector No. 1 C261. CARRY OUT the diagnostic tool data link test.
M8 CHECK JOINT CONNECTOR No. 1 FOR AN OPEN	
• Measure the resistance between joint connector No. 1 C261-10, component side and joint connector No. 1 C261-11, component side.  A0067850 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit between joint connector No. 1 C261 and the DLC C251. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 1 C261 as necessary. CARRY OUT the diagnostic tool data link test.
M9 CHECK FOR CORRECT DRIVER TEMPERATURE CONTROLLED SEAT MODULE OPERATION	

• Disconnect all the driver temperature controlled seat module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the driver temperature controlled seat module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new driver temperature controlled seat module. REFER to Section 501-10 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test N: The Passenger Temperature Controlled Seat Module Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

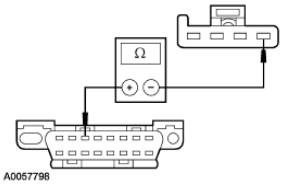
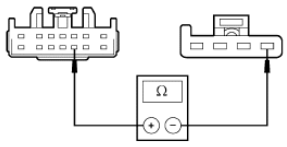
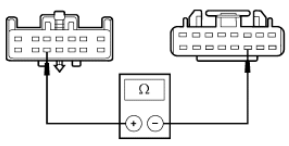
The passenger temperature controlled seat module communicates with the diagnostic tool through the UBP communications network circuit 4-HC22 (GY). If circuit 4-HC22 (GY) becomes open or shorted to ground, communications to that module will not be possible. Check circuit 4-HC22 (GY) between the passenger temperature controlled seat module and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-HC22 (GY), damage to the DLC C251, damage to the passenger temperature controlled seat module C3031a, or a problem in the in-line connectors C213, C313 or joint connector No. 1 C261.

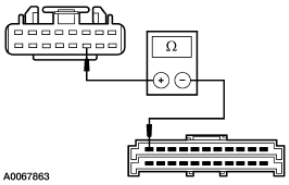
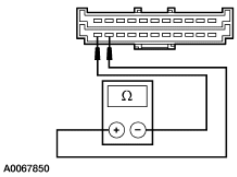
Possible Causes

- circuit 4-HC22 (GY) shorted to ground or open
- passenger temperature controlled seat module C3036a
- joint connector No. 1 C261
- in-line C213
- in-line C313
- DLC C251
- passenger temperature controlled seat module

PINPOINT TEST N: THE PASSENGER TEMPERATURE CONTROLLED SEAT MODULE DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
N1 CHECK THE PASSENGER TEMPERATURE CONTROLLED SEAT MODULE C3036a FOR DAMAGE	
• Key in OFF position. • Disconnect: Passenger Temperature Controlled Seat Module C3036a. • Inspect the passenger temperature controlled seat module C3036a for damage. • **Is the passenger temperature controlled seat module C3036a OK?**	**Yes** GO to N2 . **No** REPAIR the passenger temperature controlled seat module C3036a. CARRY OUT the diagnostic tool data link test.
N2 CHECK CIRCUIT 4-HC22 (GY) BETWEEN THE DLC C251 AND THE PASSENGER TEMPERATURE CONTROLLED SEAT MODULE C3036a FOR AN OPEN	
• Measure the resistance between the passenger temperature controlled seat module C3036a-1, circuit 4-HC22 (GY), harness side and the DLC C251-3, circuit 4-ED6 (GY), harness side.	**Yes** GO to N9 . **No** GO to N3 .

 A0057798 • **Is the resistance less than 5 ohms?**	
N3 CHECK IN-LINE C313 FOR DAMAGE	
• Disconnect: In-Line C313. • Inspect in-lines C313M and C313F for damage. • **Are in-lines C313M and C313FOK?**	**Yes** GO to N4 . **No** REPAIR in-lines C313M and C313F. CARRY OUT the diagnostic tool data link test.
N4 CHECK CIRCUIT 4-HC22 (GY) BETWEEN IN-LINE C313F AND THE PASSENGER TEMPERATURE CONTROLLED SEAT MODULE C3036a FOR AN OPEN	
• Measure the resistance between the passenger temperature controlled seat module C3036a-1, circuit 4-HC22 (GY), harness side and in-line C313M-10, circuit 4-HC22 (GY), harness side.  A0057799 • **Is the resistance less than 5 ohms?**	**Yes** GO to N5 . **No** REPAIR the circuit between in-line C313M and the passenger temperature controlled seat module C3036a. CARRY OUT the diagnostic tool data link test.
N5 CHECK IN-LINE C213 FOR DAMAGE	
• Disconnect: In-Line C213. • Inspect in-lines C213M and C213F for damage. • **Are in-lines C213M and C213FOK?**	**Yes** GO to N6 . **No** REPAIR in-lines C213M and C213F. CARRY OUT the diagnostic tool data link test.
N6 CHECK CIRCUIT 4-HC22 (GY) BETWEEN IN-LINE C313F AND IN-LINE C213F FOR AN OPEN	
• Measure the resistance between in-line C213F-11, circuit 4-HC1 (GY/RD), harness side and in-line C313F-10, circuit 4-HC22 (GY), harness side.  A0057803	**Yes** GO to N7 . **No** REPAIR the circuit between in-line C313F and in-line C213F. CARRY OUT the diagnostic tool data link test.

• **Is the resistance less than 5 ohms?**	
N7 CHECK CIRCUIT 4-HC1 (GY/RD) BETWEEN IN-LINE C213M AND JOINT CONNECTOR No. 1 C261 FOR AN OPEN	
• Measure the resistance between in-line C213M-11, circuit 4-HC1 (GY/RD), harness side and joint connector No. 1 C261-11, circuit 4-HC1 (GY/RD), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to N8 . **No** REPAIR the circuit between in-line C213M and joint connector No. 1 C261. CARRY OUT the diagnostic tool data link test.
N8 CHECK JOINT CONNECTOR No. 1 FOR AN OPEN	
• Measure the resistance between joint connector No. 1 C261-10, component side and joint connector No. 1 C261-11, component side.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit between joint connector No. 1 C261 and the DLC C251. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 1 C261 as necessary. CARRY OUT the diagnostic tool data link test.
N9 CHECK FOR CORRECT PASSENGER TEMPERATURE CONTROLLED SEAT MODULE OPERATION	

• Disconnect all the passenger temperature controlled seat module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the passenger temperature controlled seat module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new passenger temperature controlled seat module. REFER to Section 501-10 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test O: No Standard Corporate Protocol (SCP) Network Communication

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

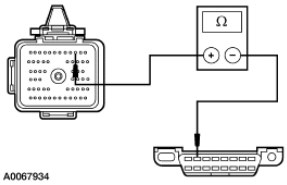
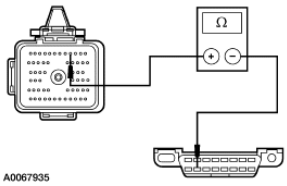
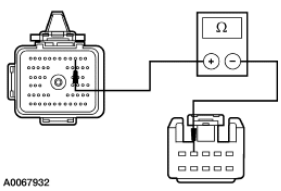
The anti-lock brake system/traction control (ABS/TC) module or stability assist module, dual automatic temperature control (DATC) module, audio control module (ACM), rear electronic module (REM), front electronic module (FEM), electronic parking brake module, driver seat module (DSM), driver door module (DDM), navigation system module, and the instrument cluster communicate with the diagnostic tool through the SCP communications network circuits. The powertrain control module (PCM) communicates with all modules on the SCP network. If one of the bus wires become shorted to ground or voltage, or if some but not all termination resistors are lost, communications can continue. If a module is lost due to internal concerns, communications can continue to all other modules. Check the SCP communications network circuits between the PCM C175a, ACM C240c, ABS/TC control module C135 or stability assist module C155, DATC module C228a, instrument cluster C220b, navigation system module C4209, electronic parking brake module C4205b, DDM C501a, DSM CC341c, FEM C201c, REM C420b, and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms there is an open in one or both SCP communications network circuits, damage to the PCM C175a, ACM C240c, ABS/TC control module C135, stability assist module C155, DATC module C228a, instrument cluster C220b, navigation system module C4209, electronic parking brake module C4205b, DDM C501a, DSM CC341c, FEM C201c, REM C420b, in-line C315, joint connector No. 4 C223, interior auxiliary junction box (AJB) C283a, C283b, C283c, C283d, joint connector No. 5 C427 and the DLC C251. If, after individual checks of each circuit leading to a module show resistance values less than 5 ohms and no in-line connector issues present, the diagnostic tool data link test must be run with the module in question disconnected. If the data links diagnostics test passes with the module in question disconnected it is the source of the concern and should be removed and a new module installed.

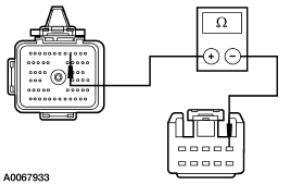
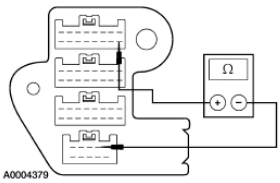
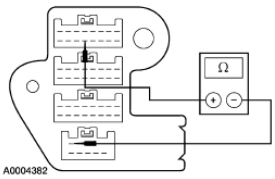
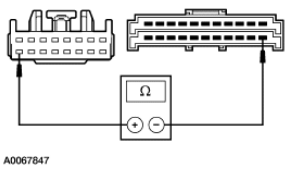
Possible Causes

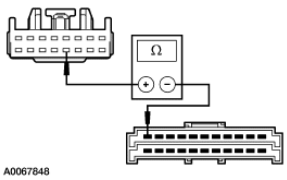
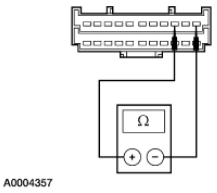
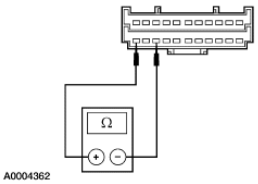
- SCP communications network circuits
- interior AJB C283a, C283b, C283c, C283d
- joint connector No. 4 C223
- joint connector No. 5 C427
- in-line C315
- DLC C251
- ABS/TC module or stability assist module
- PCM
- DATC module
- ACM
- FEM
- REM
- DSM
- DDM
- instrument cluster
- navigation system module
- electronic parking brake module

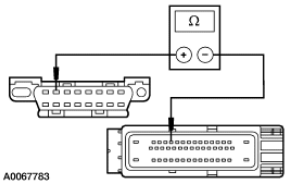
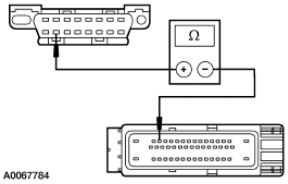
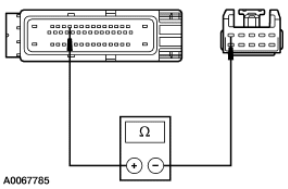
PINPOINT TEST O: NO STANDARD CORPORATE PROTOCOL (SCP) NETWORK COMMUNICATION

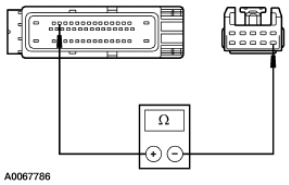
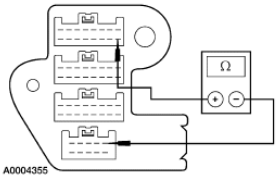
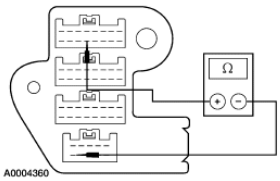
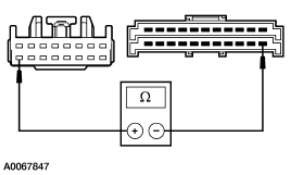
Test Step	Result / Action to Take
O1 CHECK THE DLC C251 FOR DAMAGE	
• Key in OFF position. • Inspect the DLC C251 for damage. • **Is the DLC C251 OK?**	**Yes** GO to O2 . **No**

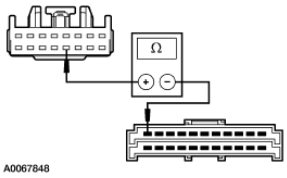
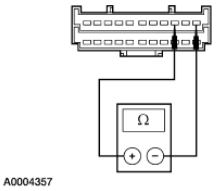
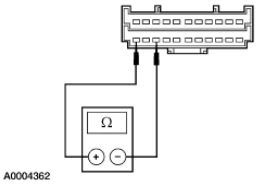
	REPAIR the DLC C251. CARRY OUT the diagnostic tool data link test.
O2 CHECK THE PCM C175a FOR DAMAGE	
• Key in OFF position. • Disconnect: PCM C175a. • Inspect the PCM C175a for damage. • **Is the PCM C175a OK?**	**Yes** GO to O3 . **No** REPAIR the PCM C175a as necessary. TEST the system for normal operation.
O3 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE PCM C175a	
• Measure the resistance between the PCM C175a-3, circuit 4-RE8 (GY), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0067934 • Measure the resistance between the PCM C175a-4, circuit 5-RE8 (BU), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0067935 • **Are the resistances less than 5 ohms?**	**Yes** GO to O8 . **No** GO to O4 .
O4 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283c AND THE PCM C175a	
• Disconnect: Interior AJB C283c. • Measure the resistance between the PCM C175a-3, circuit 4-RE8 (GY), harness side and the interior AJB C283c-4, circuit 4-RE8 (GY), harness side.  A0067932 • Measure the resistance between the PCM C175a-4, circuit 5-RE8 (BU), harness side and the interior AJB C283c-1, circuit 5-RE8 (BU), harness side.	**Yes** GO to O5 . **No** REPAIR the circuit in question. TEST the system for normal operation.

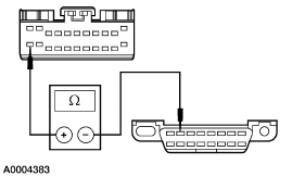
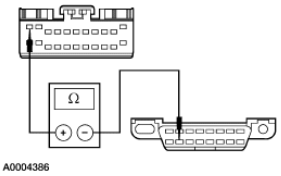
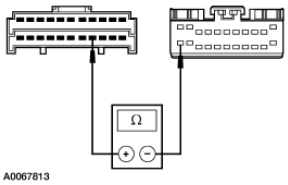
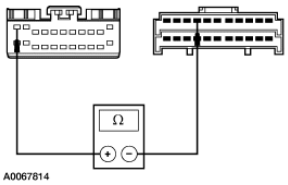
 A0067933 • **Are the resistances less than 5 ohms?**	
O5 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283c AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283c-4, component side.  A0004379 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283c-1, component side.  A0004382 • **Are the resistances less than 5 ohms?**	**Yes** GO to O6 . **No** INSTALL a new AJB. TEST the system for normal operation.
O6 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067847 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.	**Yes** GO to O7 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

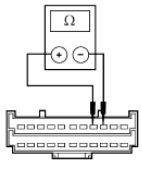
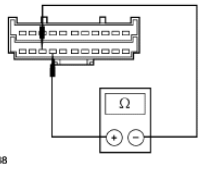
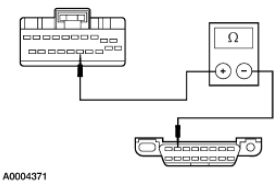
 A0067848 • **Are the resistances less than 5 ohms?**	
O7 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
O8 CHECK THE SCP NETWORK WITH THE PCM C175a DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O77 . **No** GO to O9 .
O9 CHECK THE ABS/TC CONTROL MODULE OR STABILITY ASSIST MODULE FOR DAMAGE	
• Key in OFF position. • Connect: PCM C175a. • Connect: Interior AJB C283c and C283d. • Connect: Joint Connector No. 4 C223. • Disconnect: ABS/TC module C135, or the stability assist module C155. • Inspect the ABS/TC module C135 or stability assist module C155 for damage. • **Is the ABS/TC module C135 or stability assist module C155 ok?**	**Yes** GO to O10 . **No** REPAIR the ABS/TC module C135 or stability assist module C155 as necessary. TEST the system for normal operation.
O10 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE ABS/TC MODULE C135 OR THE STABILITY ASSIST	

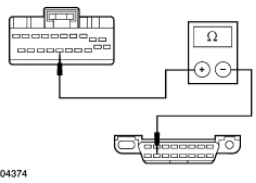
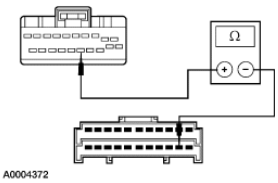
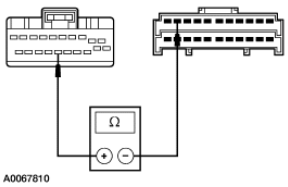
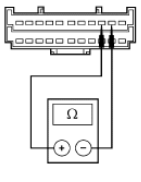
MODULE C155	
• If equipped with an ABS/TC module, measure the resistance between the ABS/TC module C135-12, circuit 4-CF6 (GY), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side. If equipped with a stability assist module, measure the resistance between the stability assist module C155-12, circuit 4-CF6 (GY), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0067783 • If equipped with an ABS/TC module, measure the resistance between the ABS/TC module C135-14, circuit 5-CF6 (BU), harness side and the C251-10, circuit 5-EG7 (BU/RD), harness side. If equipped with a stability assist module, measure the resistance between the stability assist module C155-14, circuit 5-CF6 (BU), harness side and the C251-10, circuit 5-EG7 (BU/RD), harness side.  A0067784 • **Are the resistances less than 5 ohms?**	**Yes** GO to O15 . **No** GO to O11 .
O11 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283c AND ABS/TC MODULE C135 OR STABILITY ASSIST MODULE C155	
• Disconnect: Interior AJB C283c. • If equipped with an ABS/TC module, measure the resistance between the ABS/TC module C135-12, circuit 4-CF6 (GY), harness side and the interior AJB C283c-5, circuit 4-CF6 (GY), harness side. If equipped with a stability assist module, measure the resistance between the stability assist module C155-12, circuit 4-CF6 (GY), harness side and the interior AJB C283c-5, circuit 4-CF6 (GY), harness side.  A0067785 • If equipped with an ABS/TC module, measure the resistance between the ABS/TC module C135-14, circuit 5-CF6 (BU), harness side and the interior AJB C283c-6, circuit 5-CF6 (BU),	**Yes** GO to O12 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

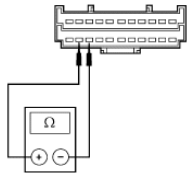
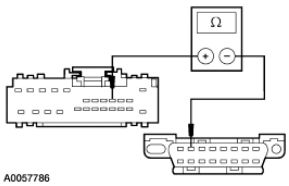
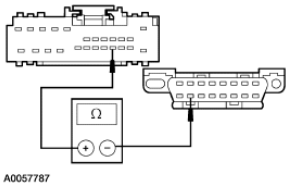
harness side. If equipped with a stability assist module, measure the resistance between the stability assist control module C155-14, circuit 5-CF6 (BU), harness side and the interior AJB C283c-6, circuit 5-CF6 (BU), harness side.  A0067786 • **Are the resistances less than 5 ohms?**	
O12 CHECK FOR AN OPEN BETWEEN INTERIOR AJB C283c AND INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, and the interior AJB C283c-5, component side.  A0004355 • Measure the resistance between the interior AJB C283d-12, and the interior AJB C283c-6, component side.  A0004360 • **Are the resistances less than 5 ohms?**	**Yes** GO to O13 . **No** INSTALL a new interior AJB. TEST the system for normal operation.
O13 CHECK FOR AN OPEN BETWEEN INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067847 • Measure the resistance between the interior C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-22, circuit 5-EG1 (BU/RD), harness side.	**Yes** GO to O14 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

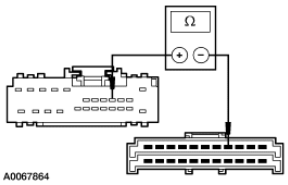
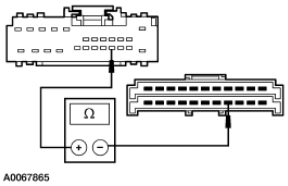
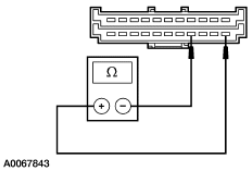
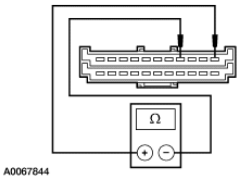
 A0067848 • **Are the resistances less than 5 ohms?**	
O14 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
O15 CHECK THE SCP NETWORK WITH THE ABS/TC C135 OR STABILITY ASSIST MODULE C155 DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O78 . **No** GO to O16 .
O16 CHECK THE DATC MODULE C228a FOR DAMAGE	
• Key in OFF position. • Connect: ABS/TC module C135, or stability assist module C155. • Connect: Interior AJB C283c and C283d. • Connect: Joint Connector No. 4 C223. • Disconnect: DATC Module C228a. • Inspect the DATC module C228a for damage. • **Is the DATC module C228a ok?**	**Yes** GO to O17 . **No** REPAIR the DATC module C228a as necessary. TEST the system for normal operation.
O17 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE DATC MODULE C228a	

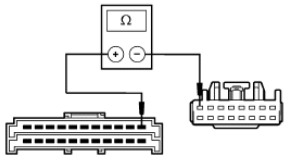
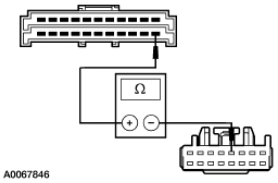
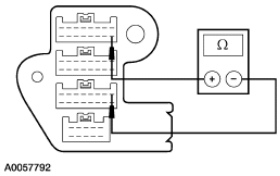
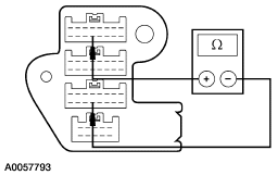
• Measure the resistance between the DATC module C228a-12, circuit 4-FA10 (GY/BK), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004383 • Measure the resistance between the DATC module C228a-1, circuit 5-FA10 (BU/YE), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004386 • **Are the resistances less than 5 ohms?**	**Yes** GO to O20 **No** GO to O18 .
O18 CHECK FOR AN OPEN BETWEEN THE DATC MODULE C228a AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between the DATC module C228a-12, circuit 4-FA10 (GY/BK), harness side and joint connector No. 4 C223-15, circuit 4-FA10 (GY/BK), harness side.  A0067813 • Measure the resistance between the DATC module C228a-1, circuit 5-FA10 (BU/YE), harness side and joint connector No. 4 C223-8, circuit 5-FA10 (BU/YE), harness side.  A0067814 • **Are the resistances less than 5 ohms?**	**Yes** GO to O19 . **No** REPAIR the circuit in question. TEST the system for normal operation.
O19 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-14, component side and joint connector No. 4 C223-15, component side.	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the

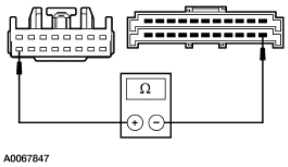
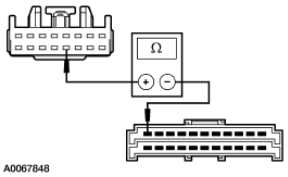
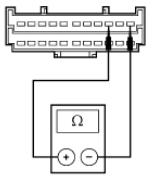
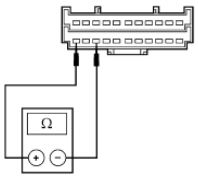
 A0004385 • Measure the resistance between joint connector No. 4 C223-8, component side and joint connector No. 4 C223-9, component side.  A0004388 • **Are the resistances less than 5 ohms?**	diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
O20 CHECK THE SCP NETWORK WITH THE DATC MODULE C228b DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O79 . **No** GO to O21 .
O21 CHECK THE INSTRUMENT CLUSTER C220b FOR DAMAGE	
• Key In OFF position. • Connect: DATC module C228a. • Connect: Joint Connector No. 4 C223. • Disconnect: Instrument Cluster C220b. • Inspect the instrument cluster C220b for damage. • **Is the instrument cluster C220b OK?**	**Yes** GO to O22 . **No** REPAIR the instrument cluster C220b as necessary. TEST the system for normal operation.
O22 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE INSTRUMENT CLUSTER C220b	
• Measure the resistance between the instrument cluster C220b-15, circuit 4-EG8 (GY/VT), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004371 • Measure the resistance between the instrument cluster C220b-16, circuit 5-EG8 (BU/WH), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.	**Yes** GO to O25 . **No** GO to O23 .

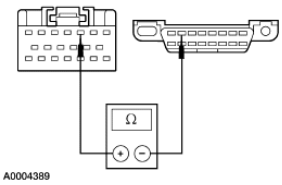
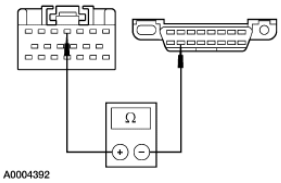
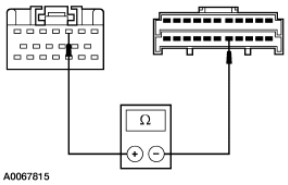
 A0004374 • **Is the resistance less than 5 ohms?**	
O23 CHECK FOR AN OPEN BETWEEN THE INSTRUMENT CLUSTER C220b AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between instrument cluster C220b-15, circuit 4-EG8 (GY/VT), harness side and joint connector No. 4 C223-13, circuit 4-EG8 (GY/VT), harness side.  A0004372 • Measure the resistance between instrument cluster C220b-16, circuit 5-EG8 (BU/WH), harness side and joint connector No. 4 C223-10, circuit 5-EG8 (BU/WH), harness side.  A0067810 • **Is the resistance less than 5 ohms?**	**Yes** GO to O24 . **No** REPAIR the circuit in question. TEST the system for normal operation.
O24 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-13, component side and joint connector No. 4 C223-14, component side.  A0004373 • Measure the resistance between joint connector No. 4 C223-10, component side and joint connector No. 4 C223-9, component side.	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. TEST the system for normal operation. **No** REPAIR joint connector No. 4 as necessary. TEST the system for normal operation.

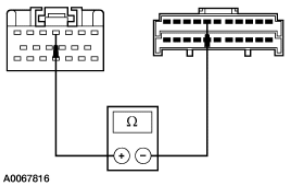
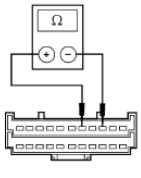
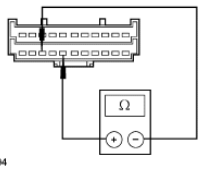
 A0004376 • **Is the resistance less than 5 ohms?**	
O25 CHECK SCP NETWORK WITH THE INSTRUMENT CLUSTER C220b DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O80 . **No** GO to O26 .
O26 CHECK THE NAVIGATION SYSTEM MODULE C4209 FOR DAMAGE	
• Key in OFF position. • Connect: Instrument Cluster C220b. • Connect: Joint Connector No. 4 C223. • Disconnect: Navigation System Module C4209. • Inspect the navigation system module C4209 for damage. • **Is the navigation system module C4209 OK?**	**Yes** GO to O27 . **No** REPAIR the navigation system module C4209 as necessary. TEST the system for normal operation.
O27 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE NAVIGATION SYSTEM MODULE C4209	
• Measure the resistance between the navigation system module C4209-4, circuit 4-EG17 (GY/BK), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0057786 • Measure the resistance between the navigation system module C4209-16, circuit 5-EG17 (BU/YE), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0057787 • **Are the resistances less than 5 ohms?**	**Yes** GO to O34 . **No** GO to O28 .
O28 CHECK FOR AN OPEN BETWEEN JOINT CONNECTOR No. 5 C427 AND THE NAVIGATION SYSTEM MODULE C4209	

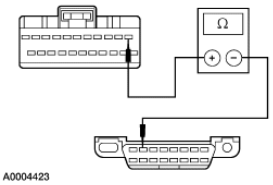
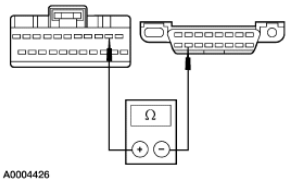
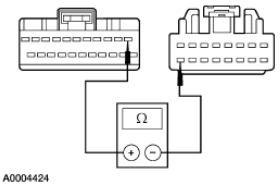
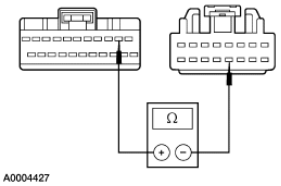
• Disconnect: Joint Connector No. 5 C427. • Measure the resistance between the navigation system module C4209-4, circuit 4-EG17 (GY/BK), harness side and joint connector No. 5 C427-4, circuit 4-EG17 (GY/BK), harness side.  A0067864 • Measure the resistance between the navigation system module C4209-16, circuit 5-EG17 (BU/YE), harness side and joint connector No. 5 C427-15, circuit 5-EG17 (BU/YE), harness side.  A0067865 • **Are the resistances less than 5 ohms?**	**Yes** GO to O29 . **No** REPAIR the circuit in question. TEST the system for normal operation.
O29 CHECK JOINT CONNECTOR No. 5 FOR AN OPEN	
• Measure the resistance between joint connector No. 5 C427-1, component side and joint connector No. 5 C427-4, component side.  A0067843 • Measure the resistance between joint connector No. 5 C427-12, component side and joint connector No. 5 C427-15, component side.  A0067844 • **Are the resistances less than 5 ohms?**	**Yes** GO to O30 . **No** REPAIR joint connector No. 5 C427 as necessary. TEST the system for normal operation.
O30 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND JOINT CONNECTOR No. 5 C427	
• Disconnect: Interior AJB C283b. • Measure the resistance between the interior AJB C283b-8, circuit 4-EG1 (GY/RD), harness side and joint connector No. 5 C427-1, circuit 4-EG1 (GY/RD), harness side.	**Yes** GO to O31 . **No** REPAIR the circuit in

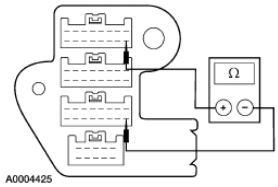
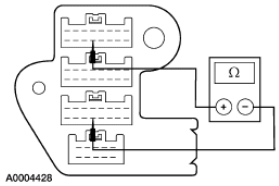
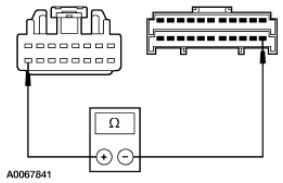
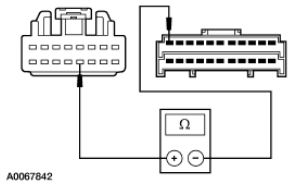
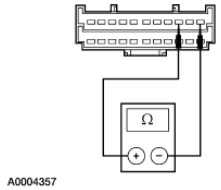
 A0067845 • Measure the resistance between the interior AJB C283b-4, circuit 5-EG1 (BU/RD), harness side and joint connector No. 5 C427-12, circuit 5-EG1 (BU/RD), harness side.  A0067846 • **Are the resistances less than 5 ohms?**	question. CARRY OUT the diagnostic tool data link test.
O31 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283b-8, component side.  A0057792 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283b-4, component side.  A0057793 • **Are the resistances less than 5 ohms?**	**Yes** GO to O32 . **No** INSTALL a new interior AJB. TEST the system for normal operation.
O32 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.	**Yes** GO to O33 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

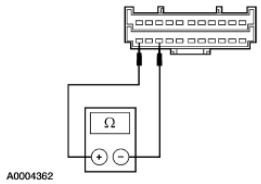
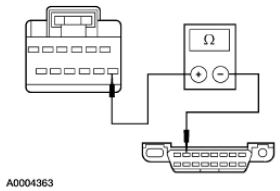
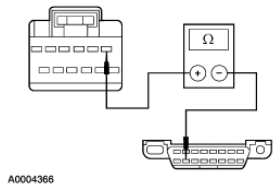
 A0067847 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067848 • **Are the resistances less than 5 ohms?**	
O33 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
O34 CHECK THE SCP NETWORK WITH THE NAVIGATION SYSTEM MODULE C4209 DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O81 . **No** GO to O35 .
O35 CHECK THE ACM C240c FOR DAMAGE	
• Key in OFF position. • Connect: Navigation System Module C4209. • Connect: Interior AJB C283b and C283d.	**Yes** GO to O36 . **No**

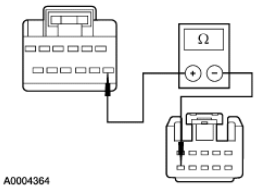
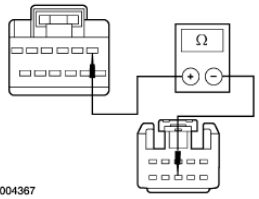
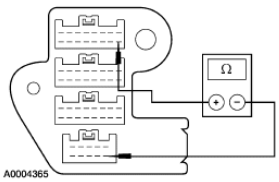
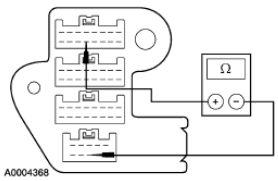
• Connect: Joint Connector No. 5 C427. • Connect: Joint Connector No. 4 C223. • Disconnect: ACM C290c. • Inspect ACM C290c for damage. • **Is the ACM C290c OK?**	REPAIR the ACM C290c as necessary. TEST the system for normal operation.
O36 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE ACM C240c	
• Measure the resistance between the ACM C290c-3, circuit 4-EG10 (GY/BK), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004389 • Measure the resistance between the ACM C290c-4, circuit 5-EG10 (BU/YE), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004392 • **Are the resistances less than 5 ohms?**	**Yes** GO to O39 . **No** GO to O37 .
O37 CHECK FOR AN OPEN BETWEEN THE ACM C240c AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between the ACM C290c-3, circuit 4-EG10 (GY/BK), harness side and joint connector No. 4 C223-16, circuit 4-EG10 (GY/BK), harness side.  A0067815 • Measure the resistance between the ACM C290c-4, circuit 5-EG10 (BU/YE), harness side and joint connector No. 4 C223-7, circuit 5-EG10 (BU/YE), harness side.	**Yes** GO to O38 . **No** REPAIR the circuit in question. TEST the system for normal operation.

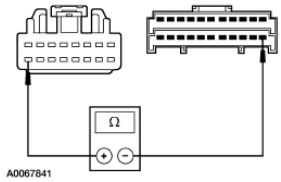
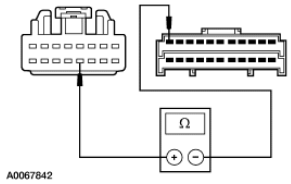
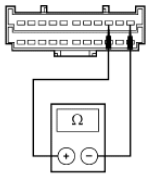
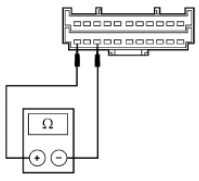
 A0067816 • **Are the resistances less than 5 ohms?**	
O38 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-16, component side and joint connector No. 4 C223-14, component side.  A0004391 • Measure the resistance between joint connector No. 4 C223-7, component side and joint connector No. 4 C223-9, component side.  A0004394 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
O39 CHECK THE SCP NETWORK WITH THE ACM C240c DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O82 . **No** GO to O40 .
O40 CHECK THE REM C420b FOR DAMAGE	
• Key in OFF position. • Connect: ACM C290c. • Connect: Joint Connector No. 4 C223. • Disconnect: REM C420b. • Inspect the REM C420b for damage. • **Is the REM C420b OK?**	**Yes** GO to O41 . **No** REPAIR the REM C420b as necessary. TEST the system for normal operation.
O41 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE REM C420b	
• Measure the resistance between the REM C420b-1, circuit 4-EG12 (GY/WH), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.	**Yes** GO to O46 . **No** GO to O42 .

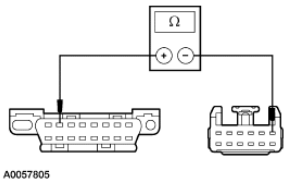
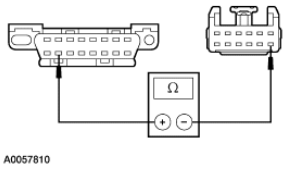
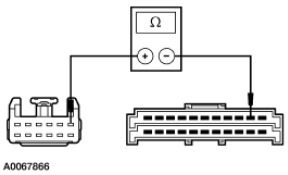
 A0004423 • Measure the resistance between the REM C420b-2, circuit 5-EG12 (BU/OG), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004426 • **Are the resistances less than 5 ohms?**	
O42 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND THE REM C420b	
• Disconnect: Interior AJB C283b. • Measure the resistance between the REM C420b-1, circuit 4-EG12 (GY/WH), harness side and the interior AJB C283b-16, circuit 4-EG11 (GY), harness side.  A0004424 • Measure the resistance between the REM C420b-2, circuit 5-EG12 (BU/OG), harness side and the interior AJB C283b-12, circuit 5-EG11 (BU), harness side.  A0004427 • **Are the resistances less than 5 ohms?**	**Yes** GO to O43 . **No** REPAIR the circuit in question. TEST the system for normal operation.
O43 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283b-16, component side.	**Yes** GO to O44 . **No** INSTALL a new AJB. TEST the system for normal operation.

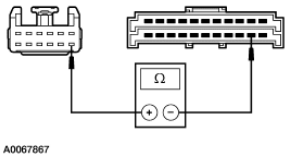
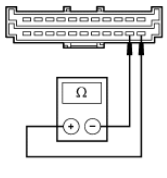
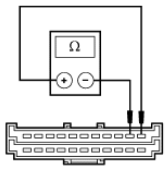
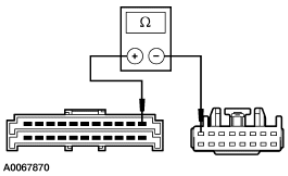
 A0004425 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283b-12, component side.  A0004428 • **Are the resistances less than 5 ohms?**	
O44 CHECK FOR AN OPEN BETWEEN INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between interior the AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067841 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067842 • **Are the resistances less than 5 ohms?**	**Yes** GO to O45 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.
O45 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.

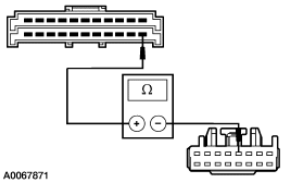
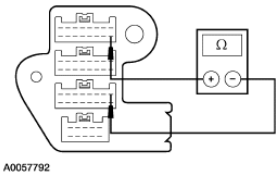
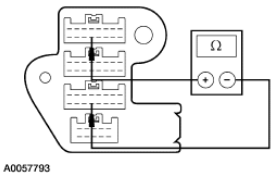
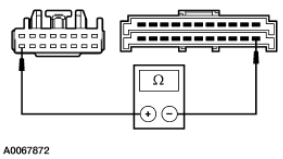
• Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	
O46 CHECK THE SCP NETWORK WITH THE REM C420b DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O83 . **No** GO to O47 .
O47 CHECK THE FEM C201c FOR DAMAGE	
• Key in OFF position. • Connect: REM C420b. • Connect: Interior AJB C283b and C283d. • Connect: Joint Connector No. 4 C223. • Disconnect: the FEM C201c. • Inspect the FEM C201c for damage; repair as necessary. • **Is the FEM C201c OK?**	**Yes** GO to O48 . **No** REPAIR the FEM C201c as necessary. TEST the system for normal operation.
O48 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE FEM C201c	
• Measure the resistance between the FEM C201c-7, circuit 4-EG11 (GY), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004363 • Measure the resistance between the FEM C201c-1, circuit 5-EG11 (BU), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004366 • **Is the resistance less than 5 ohms?**	**Yes** GO to O58 . **No** GO to O49 .

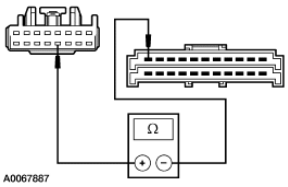
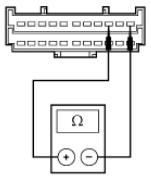
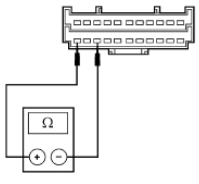
O49 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283c AND THE FEM C201c	
• Disconnect: Interior ABJ C283c. • Measure the resistance between the FEM C201c-7, circuit 4-EG11 (GY), harness side and the interior AJB C283c-10, circuit 4-EG11 (GY), harness side.  A0004364 • Measure the resistance between the FEM C201c-1, circuit 5-EG11 (BU), harness side and the interior AJB C283c-8, circuit 5-EG11 (BU), harness side.  A0004367 • **Is the resistance less than 5 ohms?**	**Yes** GO to O50 . **No** REPAIR the circuit in question. TEST the system for normal operation.
O50 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283c AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283c-10, component side.  A0004365 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283c-8, component side.  A0004368 • **Are the resistances less than 5 ohms?**	**Yes** GO to O51 . **No** INSTALL a new AJB. TEST the system for normal operation.
O51 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	

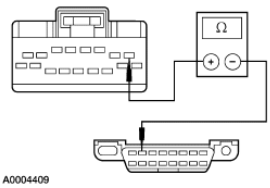
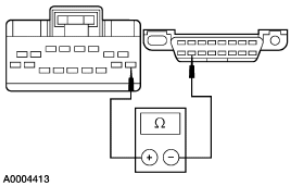
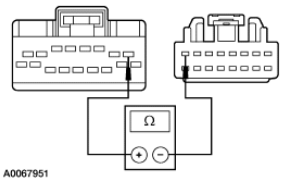
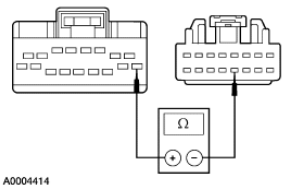
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-11, circuit 4-EG1 (GY/RD), harness side.  A0067841 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-12, circuit 5-EG1 (BU/RD), harness side.  A0067842 • **Are the resistances less than 5 ohms?**	**Yes** GO to O52 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.
O52 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-11, component side and joint connector No. 4 C223-9, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
O53 CHECK THE SCP NETWORK WITH THE FEM C201c DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O84 . **No** GO to O54 .

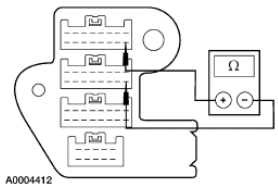
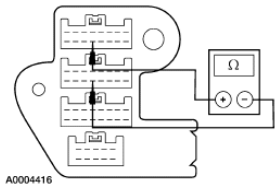
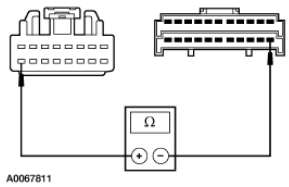
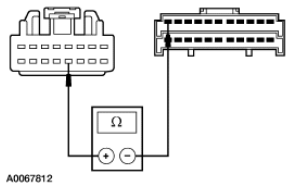
O54 CHECK THE ELECTRONIC PARKING BRAKE MODULE C4205b FOR DAMAGE	
• Key in OFF position. • Connect: FEM C201c. • Connect: Interior AJB C283c and C283d. • Connect: Joint Connector No. 4 C223. • Disconnect: Electronic Parking Brake Module C4205b. • Inspect the electronic parking brake module C4205b for damage. • **Is the electronic parking brake module C4205b OK?**	**Yes** GO to O55 . **No** REPAIR the electronic parking brake module C4205b as necessary. TEST the system for normal operation.
O55 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE ELECTRONIC PARKING BRAKE MODULE C4205b	
• Measure the resistance between the electronic parking brake module C4205b-1, circuit 4-CG16 (GY/RD), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0057805 • Measure the resistance between the electronic parking brake module C4205b-7, circuit 5-CG16 (BU/RD), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0057810 • **Are the resistances less than 5 ohms?**	**Yes** GO to O62 . **No** GO to O56 .
O56 CHECK FOR AN OPEN BETWEEN JOINT CONNECTOR No. 5 C427 AND THE ELECTRONIC PARKING BRAKE MODULE C4205b	
• Disconnect: Joint Connector No. 5 C427. • Measure the resistance between the electronic parking brake module C4205b-1, circuit 4-CG16 (GY/RD), harness side and joint connector No. 5 C427-2, circuit 4-CG16 (GY/RD), harness side.  A0067866	**Yes** GO to O57 . **No** REPAIR the circuit in question. TEST the system for normal operation.

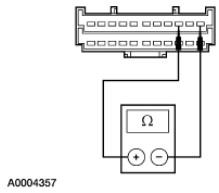
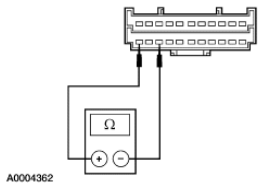
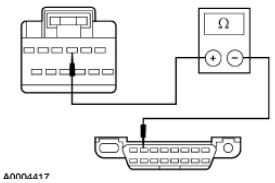
• Measure the resistance between the electronic parking brake module C4205b-7, circuit 5-CG16 (BU/RD), harness side and joint connector No. 5 C427-13, circuit 5-CG16 (BU/RD), harness side.  A0067867 • **Are the resistances less than 5 ohms?**	
O57 CHECK JOINT CONNECTOR No. 5 FOR AN OPEN	
• Measure the resistance between joint connector No. 5 C427-1, component side and joint connector No. 5 C427-2, component side.  A0067868 • Measure the resistance between joint connector No. 5 C427-12, component side and joint connector No. 5 C427-13, component side.  A0067869 • **Are the resistances less than 5 ohms?**	**Yes** GO to O58 . **No** REPAIR joint connector No. 5 C427 as necessary. TEST the system for normal operation.
O58 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND JOINT CONNECTOR No. 5 C427	
• Disconnect: Interior Joint Connector No. 4 C283b. • Measure the resistance between the interior AJB C283b-8, circuit 4-EG1 (GY/RD), harness side and joint connector No. 5 C427-1, circuit 4-EG1 (GY/RD), harness side.  A0067870 • Measure the resistance between the interior AJB C283b-4, circuit 5-EG1 (BU/RD), harness side and joint connector No. 5 C427-12, circuit 5-EG1 (BU/RD), harness side.	**Yes** GO to O59 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

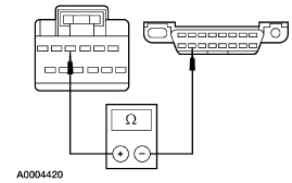
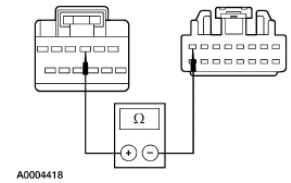
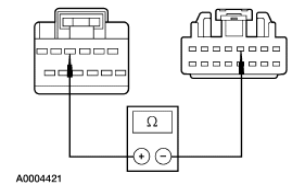
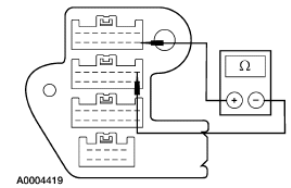
 A0067871 • **Are the resistances less than 5 ohms?**	
O59 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283b-8, component side.  A0057792 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283b-4, component side.  A0057793 • **Are the resistances less than 5 ohms?**	**Yes** GO to O60 . **No** INSTALL a new interior AJB. TEST the system for normal operation.
O60 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067872 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.	**Yes** GO to O61 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

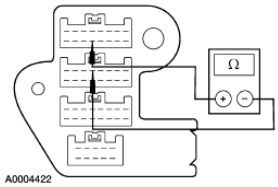
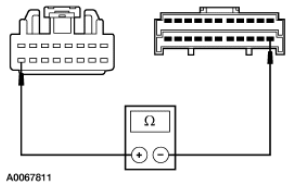
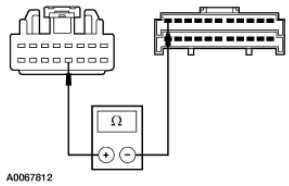
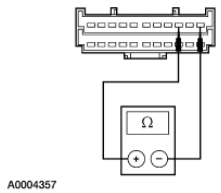
 A0067887 • **Are the resistances less than 5 ohms?**	
O61 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
O62 CHECK THE SCP NETWORK WITH THE ELECTRONIC PARKING BRAKE C4205b DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O85 . **No** GO to O63 .
O63 CHECK THE DSM C341c FOR DAMAGE	
• Key in OFF position. • Connect: Electronic Parking Brake Module C4205b. • Connect: Interior AJB C283b, C283c. • Connect: Joint Connector No. 4 C223. • Connect: Joint Connector No. 5 C427. • Disconnect: DSM C341c. • Inspect the DSM C341c for damage. • **Is the DSM C341c OK?**	**Yes** GO to O64 . **No** REPAIR the DSM C341c as necessary. TEST the system for normal operation.
O64 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE DSM 341c	

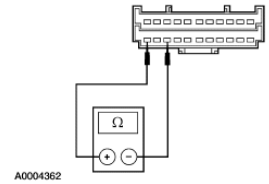
• Measure the resistance between the DSM C341c-1, circuit 4-AH80 (GY/WH), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004409 • Measure the resistance between the DSM C341c-9, circuit 5-AH80 (BU/OG), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0004413 • **Are the resistances less than 5 ohms?**	**Yes** GO to O69 . **No** GO to O65 .
O65 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283a AND THE DSM 341c	
• Disconnect: Interior AJB C283a. • Measure the resistance between the DSM C341c-1, circuit 4-AH80 (GY/WH), harness side and the interior AJB C283a-16, circuit 4-AH80 (GY/WH), harness side.  A0067951 • Measure the resistance between the DSM C341c-9, circuit 5-AH80 (BU/OG), harness side and the interior AJB C283a-12, circuit 5-AH80 (BU/OG), harness side.  A0004414 • **Are the resistances less than 5 ohms?**	**Yes** GO to O66 . **No** Repair the circuit in question. TEST the system for normal operation.
O66 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283a AND THE INTERIOR AJB C283d	

• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283a-16, component side and the interior AJB C283d-16, component side.  A0004412 • Measure the resistance between the interior AJB C283a-12, component side and the interior AJB C283d-12, component side.  A0004416 • **Are the resistances less than 5 ohms?**	**Yes** GO to O67 . **No** INSTALL a new interior AJB. TEST the system for normal operation.
O67 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067811 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067812 • **Are the resistances less than 5 ohms?**	**Yes** GO to O68 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.
O68 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test.

 A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
O69 CHECK THE SCP NETWORK WITH THE DSM C341c DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O86 . **No** GO to O70 .
O70 CHECK THE DDM C501a FOR DAMAGE	
• Key in OFF position. • Connect: DSM C341c. • Connect: In-line C315. • Connect: Interior AJB C283a, C283c. • Connect: Joint Connector No. 4 C223. • Disconnect: DDM C501a. • Inspect the DDM C501a for damage. • **Is the DDM C501a OK?**	**Yes** GO to O71 . **No** REPAIR the DDM C501a as necessary. TEST the system for normal operation.
O71 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE DDM C501a	
• Measure the resistance between the DDM 501a-3, circuit 4-EG13 (GY/OG), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0004417 • Measure the resistance between the DDM 501a-4, circuit 5-EG13 (BU/BK), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.	**Yes** GO to O76 . **No** GO to O72 .

 A0004420 • **Are the resistances less than 5 ohms?**	
O72 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283a AND THE DDM C501a	
• Disconnect: Interior AJB C283a. • Measure the resistance between the DDM 501a-3, circuit 4-EG13 (GY/OG), harness side and the interior AJB C283a-8, circuit 4-EG13 (GY/OG), harness side.  A0004418 • Measure the resistance between the DDM 501a-4, circuit 5-EG13 (BU/BK), harness side and the interior AJB C283a-4, circuit 5-EG13 (BU/BK), harness side.  A0004421 • **Are the resistances less than 5 ohms?**	**Yes** GO to O73 . **No** REPAIR the circuit in question. TEST the system for normal operation.
O73 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283a AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283a-8, component side.  A0004419 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283a-4, component side.	**Yes** GO to O74 . **No** INSTALL a new AJB. TEST the system for normal operation.

 A0004422 • **Are the resistances less than 5 ohms?**	
O74 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.  A0067811 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067812 • **Are the resistances less than 5 ohms?**	**Yes** GO to O75 . **No** REPAIR the circuit in question. TEST the system for normal operation.
O75 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.

 • **Are the resistances less than 5 ohms?**	
O76 CHECK THE SCP NETWORK WITH THE DDM C501a DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to O87 . **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
O77 CHECK FOR CORRECT PCM OPERATION	

• Disconnect all the PCM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the PCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

O78 CHECK FOR CORRECT ABS/TC CONTROL MODULE OR STABILITY ASSIST MODULE OPERATION	

• Disconnect all the ABS/TC or stability assist module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the ABS/TC or stability assist control module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ABS/TC module or stability assist module. REFER to Section 206-09 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been

	caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
O79 CHECK FOR CORRECT DATC OPERATION	

• Disconnect all the DATC connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the DATC connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DATC module. REFER to Section 412-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

O80 CHECK FOR CORRECT INSTRUMENT CLUSTER OPERATION	

• Disconnect all the instrument cluster connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the instrument cluster connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

O81 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all the navigation system module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Section 419-02 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been

	caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
O82 CHECK FOR CORRECT ACM OPERATION	

• Disconnect all the ACM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the ACM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new ACM. REFER to Section 415-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

O83 CHECK FOR CORRECT REM OPERATION	

• Disconnect all the REM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the REM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new REM. REFER to Rear Electronic Module (REM) in this section. TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

O84 CHECK FOR CORRECT FEM OPERATION	

• Disconnect all the FEM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the FEM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new FEM. REFER to Front Electronic Module (FEM) in this section. TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been

	caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
O85 CHECK FOR CORRECT ELECTRONIC PARKING BRAKE MODULE OPERATION	

• Disconnect all the electronic parking brake module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the electric parking brake module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new electronic parking brake module. REFER to Section 206-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

O86 CHECK FOR CORRECT DSM OPERATION	

• Disconnect all the DSM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the DSM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DSM. REFER to Driver Seat Module (DSM) in this section. TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

O87 CHECK FOR CORRECT DDM OPERATION	

• Disconnect all the DDM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the DDM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new DDM. REFER to Driver Door Module (DDM) in this section. TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating

	correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test P: No International Standards Organization (ISO) 9141 Network Communication

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

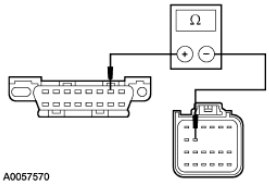
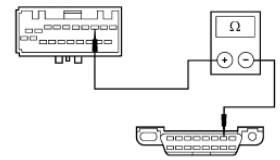
The RCM communicates with the diagnostic tool through the ISO 9141 communications network circuit 4-EE1 (GY/RD). If circuit 4-EE1 (GY/RD) becomes open or shorted to ground, communications to that module will not be possible. Check circuit 4-EE1 (GY/RD) between the RCM C310a and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-EE1 (GY/RD), damage to the DLC C251, in-line C212 or damage to the C310a.

Possible Causes

- circuit 4-EE1 (GY/RD) shorted to ground or open
- in-line C212
- RCM C310a
- DLC C251
- RCM

PINPOINT TEST P: NO INTERNATIONAL STANDARDS ORGANIZATION (ISO) 9141 NETWORK COMMUNICATION

Test Step	Result / Action to Take
P1 CHECK THE DLC C251 FOR DAMAGE	
• Key in OFF position. • Inspect the DLC C251. • **Is the DLC C251 OK?**	**Yes** GO to P2 . **No** REPAIR the DLC C251. CARRY OUT the diagnostic tool data link test.
P2 CHECK FOR AN OPEN CIRCUIT BETWEEN THE RCM C310a AND THE DLC C251	
• Deactivate the air bag system. Refer to Section 501-20B . • Disconnect: RCM C310b. • Inspect the RCM C310b for damage. • **Is the RCM C310 OK?**	**Yes** GO to P3 . **No** REPAIR the RCM C310b as necessary. TEST the system for normal operation.
P3 CHECK FOR AN OPEN CIRCUIT BETWEEN THE RCM C310a AND THE DLC C251	
• Measure the resistance between the DLC C251-7, circuit 4-EE10 (GY/BK), harness side and the RCM C310b-11, circuit 4-EE1 (GY/RD), harness side.	**Yes** GO to P5 . **No** GO to P4 .

 A0057570 • **Is the resistance less than 5 ohms?**	
P4 CHECK FOR AN OPEN CIRCUIT BETWEEN DLC C251 AND IN-LINE C212M	
• Disconnect: in-line C212. • Measure the resistance between the DLC C251-7, circuit 4-EE10 (GY/BK), harness side and in-line C212F-8, circuit 4-EE10 (GY/BK), harness side.  A0004370 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit between the RCM C310b and in-line C212M. TEST the system for normal operation. **No** REPAIR the circuit between the DLC C251 and in-line C212F. TEST the system for normal operation.
P5 CHECK THE ISO 9141 NETWORK WITH THE RCM C310a DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to P6 . **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
P6 CHECK FOR CORRECT RCM OPERATION	

• Disconnect all the RCM connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the RCM connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new RCM. REFER to Section 501-20B . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test Q: No Universal Asynchronous Recieve-Transmit (UART) Based Protocol (UBP) Network Communication

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

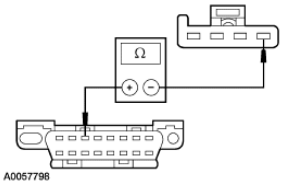
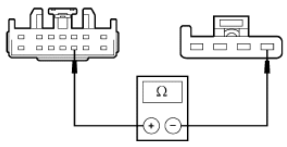
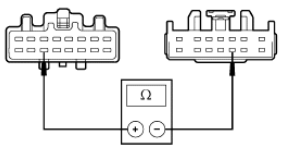
The driver climate control seat module, passenger climate control seat module and parking aid module communicate with the diagnostic tool through the UART based-protocol (UBP) communications network circuit 4-ED6 (OG). If circuit 4-ED6 (OG) becomes open or shorted to ground, communications to that module will not be possible. Check circuit 4-ED6 (OG) between the driver climate control seat module, passenger climate control seat module, parking aid module and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-ED6 (OG), damage to the DLC C251 or damage to the driver or passenger climate control seat module, parking aid module, or a problem in one of the in-line connectors C213 or joint connector No. 1 C261. If, after individual checks of each circuit leading to a module show resistance values less than 5 ohms and no in-line connector issues are present, the data link diagnostics test must be run with the module in question disconnected. If the data links diagnostics test passes with the module in question disconnected, it is the source of the concern and should be removed and a new module installed.

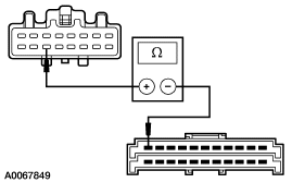
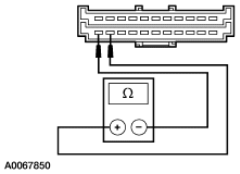
Possible Causes

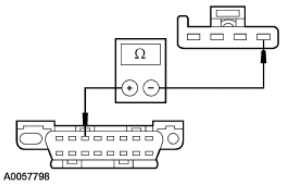
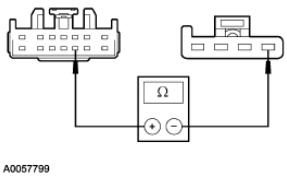
- DLC C251
- diagnostic tool
- in-line C213
- in-line C313
- in-line C315
- joint connector No. 1 C261
- 4-ED6 (OG)
- driver climate control seat module
- passenger climate control seat module
- parking aid module

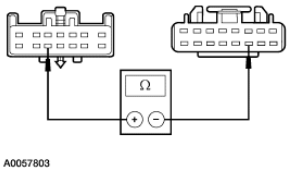
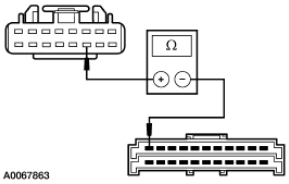
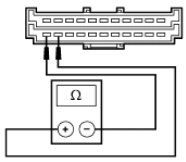
PINPOINT TEST Q: NO UNIVERSAL ASYNCHRONOUS RECIEVE-TRANSMIT (UART) BASED PROTOCOL (UBP) NETWORK COMMUNICATION

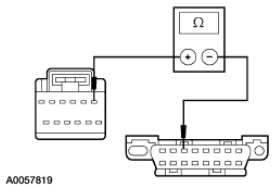
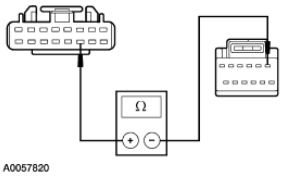
Test Step	Result / Action to Take
Q1 CHECK THE DRIVER TEMPERATURE CONTROLLED SEAT MODULE C3031a FOR DAMAGE	
• Key in OFF position. • Disconnect: driver temperature controlled seat module C3031a. • Inspect the driver temperature controlled seat module C3031a for damage. • **Is the driver temperature controlled seat module C3031a OK?**	**Yes** GO to Q2 . **No** REPAIR the driver temperature controlled seat module C3031a. CARRY OUT the diagnostic tool data link test.
Q2 CHECK CIRCUIT 4-HC21 (GY/OG) BETWEEN THE DLC C251 AND THE DRIVER TEMPERATURE CONTROLLED SEAT MODULE C3031a FOR AN OPEN	
• Measure the resistance between the driver temperature controlled seat module C3031a-1, circuit 4-HC21 (GY/OG), harness side and the DLC C251-3, circuit 4-ED6 (GY), harness side.	**Yes** GO to Q9 . **No** GO to Q3 .

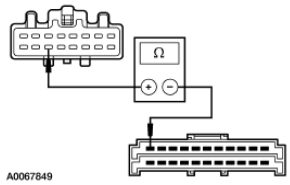
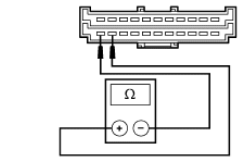
 A0057798 • **Is the resistance less than 5 ohms?**	
Q3 CHECK IN-LINE C315 FOR DAMAGE	
• Disconnect: In-Line C315. • Inspect in-lines C315M and C315F for damage. • **Are in-lines C315M and C315F OK?**	**Yes** GO to Q4 . **No** REPAIR in-lines C315M and C315F. CARRY OUT the diagnostic tool data link test.
Q4 CHECK CIRCUIT 4-HC21 (GY/OG) BETWEEN IN-LINE C315F AND THE DRIVER TEMPERATURE CONTROLLED SEAT MODULE C3031a FOR AN OPEN	
• Measure the resistance between the driver temperature controlled seat module C3031a-1, circuit 4-HC21 (GY/OG), harness side and in-line C315M-10, circuit 4-HC21 (GY/OG), harness side.  A0057799 • **Is the resistance less than 5 ohms?**	**Yes** GO to Q5 . **No** REPAIR the circuit between in-line C315M and the driver temperature controlled seat module C3031a. CARRY OUT the diagnostic tool data link test.
Q5 CHECK IN-LINE C213 FOR DAMAGE	
• Disconnect: In-Line C213. • Inspect in-lines C213M and C213F for damage. • **Are in-lines C213M and C213FOK?**	**Yes** GO to Q6 . **No** REPAIR in-lines C213M and C213F. CARRY OUT the diagnostic tool data link test.
Q6 CHECK CIRCUIT 4-HC21 (GY/OG) BETWEEN IN-LINE C315F AND IN-LINE C213F FOR AN OPEN	
• Measure the resistance between in-line C213F-11, circuit 4-HC1 (GY/RD), harness side and in-line C315M-10, circuit 4-HC21 (GY/OG), harness side.  A0057800 • **Is the resistance less than 5 ohms?**	**Yes** GO to Q7 . **No** REPAIR the circuit between in-line C315F and in-line C213. CARRY OUT the diagnostic tool data link test.

Q7 CHECK CIRCUIT 4-HC1 (GY/RD) BETWEEN IN-LINE C213M AND JOINT CONNECTOR No. 1 C261 FOR AN OPEN	
• Measure the resistance between in-line C213M-11, circuit 4-HC1 (GY/RD), harness side and joint connector No. 1 C261-11, circuit 4-HC1 (GY/RD), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to Q8 . **No** REPAIR the circuit between in-line C213M and joint connector No. 1 C261. CARRY OUT the diagnostic tool data link test.
Q8 CHECK JOINT CONNECTOR No. 1 FOR AN OPEN	
• Measure the resistance between joint connector No. 1 C261-10, component side and joint connector No. 1 C261-11, component side.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit between joint connector No. 1 C261 and the DLC C251. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 1 C261 as necessary. CARRY OUT the diagnostic tool data link test.
Q9 CHECK THE UBP NETWORK WITH THE DRIVER CLIMATE CONTROL SEAT MODULE DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to Q26 . **No** GO to Q10 .
Q10 CHECK THE PASSENGER TEMPERATURE CONTROLLED SEAT MODULE C3036a FOR DAMAGE	
• Key in OFF position. • Connect: Driver Climate Control Seat Module C3031a. • Connect: In-line C315. • Connect: In-line C213. • Connect: Joint Connector No. 1 C261. • Disconnect: passenger temperature controlled seat module C3036a. • Inspect the passenger temperature controlled seat module C3036a for damage. • **Is the passenger temperature controlled seat module C3036a OK?**	**Yes** GO to Q11 . **No** REPAIR the passenger temperature controlled seat module C3036a. CARRY OUT the diagnostic tool data link test.
Q11 CHECK CIRCUIT 4-HC22 (GY) BETWEEN THE DLC C251 AND THE PASSENGER TEMPERATURE CONTROLLED SEAT MODULE C3036a FOR AN OPEN	

• Measure the resistance between the passenger temperature controlled seat module C3036a-1, circuit 4-HC22 (GY), harness side and the DLC C251-3, circuit 4-ED6 (GY), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to Q18 . **No** GO to Q12 .
Q12 CHECK IN-LINE C313 FOR DAMAGE	
• Disconnect: In-Line C313. • Inspect in-lines C313M and C313F for damage. • **Are in-lines C313M and C313F OK?**	**Yes** GO to Q13 . **No** REPAIR in-lines C313M and C313F. CARRY OUT the diagnostic tool data link test.
Q13 CHECK CIRCUIT 4-HC22 (GY) BETWEEN IN-LINE C313F AND THE PASSENGER TEMPERATURE CONTROLLED SEAT MODULE C3036a FOR AN OPEN	
• Measure the resistance between the passenger temperature controlled seat module C3036a-1, circuit 4-HC22 (GY), harness side and in-line C313M-10, circuit 4-HC22 (GY), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to Q14 . **No** REPAIR the circuit between in-line C313M and the passenger temperature controlled seat module C3036a. CARRY OUT the diagnostic tool data link test.
Q14 CHECK IN-LINE C213 FOR DAMAGE	
• Disconnect: In-Line C213. • Inspect in-lines C213M and C213F for damage. • **Are in-lines C213M and C213F OK?**	**Yes** GO to Q15 . **No** REPAIR in-lines C213M and C213F. CARRY OUT the diagnostic tool data link test.
Q15 CHECK CIRCUIT 4-HC22 (GY) BETWEEN IN-LINE C313F AND IN-LINE C213F FOR AN OPEN	
• Measure the resistance between in-line C213F-11, circuit 4-HC1 (GY/RD), harness side and in-line C313F-10, circuit 4-HC22 (GY), harness side.	**Yes** GO to Q16 . **No** REPAIR the circuit between in-line C313F and in-line C213F. CARRY

 A0057803 • **Is the resistance less than 5 ohms?**	OUT the diagnostic tool data link test.
Q16 CHECK CIRCUIT 4-HC1 (GY/RD) BETWEEN IN-LINE C213M AND JOINT CONNECTOR No. 1 C261 FOR AN OPEN	
• Measure the resistance between in-line C213M-11, circuit 4-HC1 (GY/RD), harness side and joint connector No. 1 C261-11, circuit 4-HC1 (GY/RD), harness side.  A0067863 • **Is the resistance less than 5 ohms?**	**Yes** GO to Q17 . **No** REPAIR the circuit between in-line C213M and joint connector No. 1 C261. CARRY OUT the diagnostic tool data link test.
Q17 CHECK JOINT CONNECTOR No. 1 FOR AN OPEN	
• Measure the resistance between joint connector No. 1 C261-10, component side and joint connector No. 1 C261-11, component side.  A0067850 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit between joint connector No. 1 C261 and the DLC C251. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 1 C261 as necessary. CARRY OUT the diagnostic tool data link test.
Q18 CHECK THE UBP NETWORK WITH THE PASSENGER CLIMATE CONTROL SEAT MODULE DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to Q27 . **No** GO to Q19 .
Q19 CHECK THE PARKING AID MODULE C4014b FOR DAMAGE	
• Key in OFF position. • Connect: Passenger Climate Control Seat Module C3036a. • Connect: In-line C313. • Connect: In-line C213. • Connect: Joint Connector No. 1 C261. • Disconnect: Parking Aid Module C4014b.	**Yes** GO to Q20 . **No** REPAIR the parking aid module C4014b. CARRY OUT the diagnostic tool data link test.

• Inspect the parking aid module C4014b for damage. • **Is the parking aid module C4014 OK?**	
Q20 CHECK CIRCUIT 4-GN10 (GY) BETWEEN THE DLC C251 AND THE PARKING AID MODULE C4014b FOR AN OPEN	
• Measure the resistance between the parking aid module C4014b-1, circuit 4-GN10 (GY), harness side and the DLC C251-3, circuit 4-ED6 (GY), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to Q25 . **No** GO to Q21 .
Q21 CHECK IN-LINE C213 FOR DAMAGE	
• Disconnect: In-Line C213. • Inspect in-lines C213M and C213F for damage. • **Are in-lines C213M and C213F OK?**	**Yes** GO to Q22 . **No** REPAIR in-lines C213M and C213F. CARRY OUT the diagnostic tool data link test.
Q22 CHECK CIRCUIT 4-GN10 (GY) BETWEEN THE PARKING AID MODULE C4014b AND IN-LINE C213F FOR AN OPEN	
• Measure the resistance between in-line C213F-11, circuit 4-HC1 (GY/RD), harness side and the parking aid module C4014b-1, circuit 4-GN10 (GY), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** GO to Q23 . **No** REPAIR the circuit between the parking aid module C4014b and in-line C213F. CARRY OUT the diagnostic tool data link test.
Q23 CHECK CIRCUIT 4-HC1 (GY/RD) BETWEEN IN-LINE C213M AND JOINT CONNECTOR No. 1 C261 FOR AN OPEN	
• Measure the resistance between in-line C213M-11, circuit 4-HC1 (GY/RD), harness side and joint connector No. 1 C261-11, circuit 4-HC1 (GY/RD), harness side.	**Yes** GO to Q24 . **No** REPAIR the circuit between in-line C213M and joint connector No. 1 C261. CARRY OUT the diagnostic tool data link test.

 A0067849 • **Is the resistance less than 5 ohms?**	
Q24 CHECK JOINT CONNECTOR No. 1 FOR AN OPEN	
• Measure the resistance between joint connector No. 1 C261-10, component side and joint connector No. 1 C261-11, component side.  A0067850 • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit between joint connector No. 1 C261 and the DLC C251. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 1 as necessary. CARRY OUT the diagnostic tool data link test.
Q25 CHECK THE UBP NETWORK WITH THE PARKING AID MODULE DISCONNECTED	
• Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: DATA LINK DIAGNOSTICS Test. • **Did the diagnostic tool indicate system passed?**	**Yes** GO to Q28 . **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.
Q26 CHECK FOR CORRECT DRIVER TEMPERATURE CONTROLLED SEAT MODULE OPERATION	

• Disconnect all the driver temperature controlled seat module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the driver temperature controlled seat module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new driver temperature controlled seat module. REFER to Section 501-10 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Q27 CHECK FOR CORRECT PASSENGER TEMPERATURE CONTROLLED SEAT MODULE OPERATION	
	Yes INSTALL a new passenger

• Disconnect all the passenger temperature controlled seat module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the passenger temperature controlled seat module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	temperature controlled seat module. REFER to Section 501-10 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Q28 CHECK FOR CORRECT PARKING AID MODULE OPERATION	

• Disconnect all the parking aid module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the parking aid module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new parking aid module. REFER to Section 413-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test R: The Electronic Parking Brake Module Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

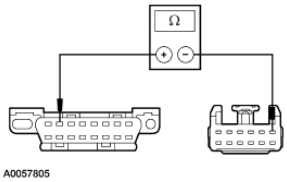
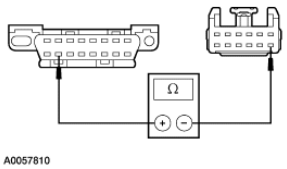
Normal Operation

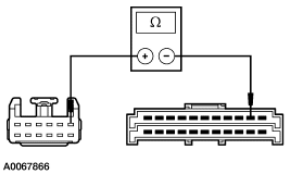
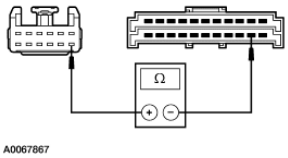
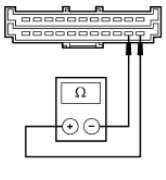
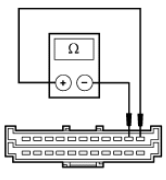
The electronic parking brake module communicates with the diagnostic tool through the SCP communications network circuits 4-CG16 (GY/RD) and 5-CG16 (BU/RD). If one of the bus wires becomes shorted to ground or voltage, or if some but not all termination resistors are lost, communications can continue. Check circuits 4-CG16 (GY/RD) and 5-CG16 (BU/RD) between the electronic parking brake module C4205b and the data link connector (DLC) C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-CG16 (GY/RD) and 5-CG16 (BU/RD), damage to the DLC C251, damage to the electronic parking brake module C4205b, or a problem in the interior auxiliary junction box (AJB) C283b, C283d, joint connector No. 5 C427 or joint connector No. 4 C223.

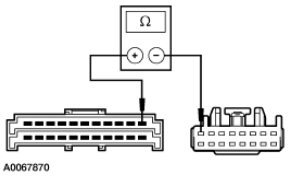
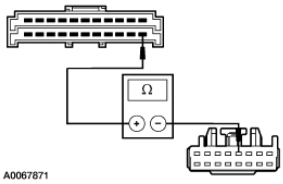
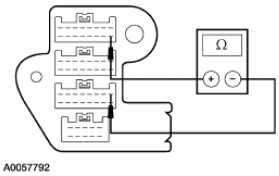
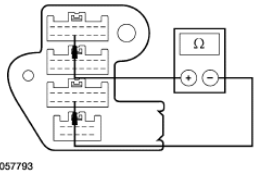
Possible Causes

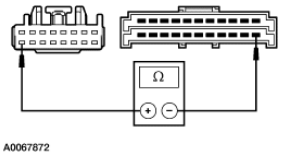
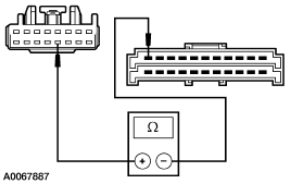
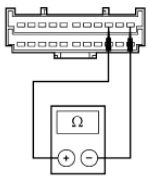
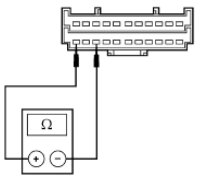
- circuits 4-CG16 (GY/RD) and 5-CG16 (BU/RD) shorted to ground or open
- electronic parking brake module C4205b
- interior AJB C283b, C283d
- joint connector No. 5 C427
- joint connector No. 4 C223
- DLC C251
- electronic parking brake module

PINPOINT TEST R: THE ELECTRONIC PARKING BRAKE MODULE DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
R1 CHECK THE ELECTRONIC PARKING BRAKE MODULE C4205b FOR DAMAGE	
• Key in OFF position. • Disconnect: Electronic Parking Brake Module C4205b. • Inspect the electronic parking brake module C4205b for damage. • **Is the electronic parking brake module C4205b OK?**	**Yes** GO to R2 . **No** REPAIR the electronic parking brake module C4205b as necessary. TEST the system for normal operation.
R2 CHECK FOR AN OPEN BETWEEN THE DLC C251 AND THE ELECTRONIC PARKING BRAKE MODULE C4205b	
• Measure the resistance between the electronic parking brake module C4205b-1, circuit 4-CG16 (GY/RD), harness side and the DLC C251-2, circuit 4-EG7 (GY/RD), harness side.  A0057805 • Measure the resistance between the electronic parking brake module C4205b-7, circuit 5-CG16 (BU/RD), harness side and the DLC C251-10, circuit 5-EG7 (BU/RD), harness side.  A0057810 • **Are the resistances less than 5 ohms?**	**Yes** GO to R9 . **No** GO to R3 .
R3 CHECK FOR AN OPEN BETWEEN JOINT CONNECTOR No. 5 C427 AND THE ELECTRONIC PARKING BRAKE MODULE C4205b	
• Disconnect: Joint Connector No. 5 C427. • Measure the resistance between the electronic parking brake module C4205b-1, circuit 4-CG16 (GY/RD), harness side and joint connector No. 5 C427-2, circuit 4-CG16 (GY/RD), harness side.	**Yes** GO to R4 . **No** REPAIR the circuit in question. TEST the system for normal operation.

 A0067866 • Measure the resistance between the electronic parking brake module C4205b-7, circuit 5-CG16 (BU/RD), harness side and joint connector No. 5 C427-13, circuit 5-CG16 (BU/RD), harness side.  A0067867 • **Are the resistances less than 5 ohms?**	
R4 CHECK JOINT CONNECTOR No. 5 FOR AN OPEN	
• Measure the resistance between joint connector No. 5 C427-1, component side and joint connector No. 5 C427-2, component side.  A0067868 • Measure the resistance between joint connector No. 5 C427-12, component side and joint connector No. 5 C427-13, component side.  A0067869 • **Are the resistances less than 5 ohms?**	**Yes** GO to R5 . **No** REPAIR joint connector No. 5 C427 as necessary. TEST the system for normal operation.
R5 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND JOINT CONNECTOR No. 5 C427	
• Disconnect: Interior AJB C283b. • Measure the resistance between the interior AJB C283b-8, circuit 4-EG1 (GY/RD), harness side and joint connector No. 5 C427-1, circuit 4-EG1 (GY/RD), harness side.	**Yes** GO to R6 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

 A0067870 • Measure the resistance between the interior AJB C283b-4, circuit 5-EG1 (BU/RD), harness side and joint connector No. 5 C427-12, circuit 5-EG1 (BU/RD), harness side.  A0067871 • **Are the resistances less than 5 ohms?**	
R6 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283b AND THE INTERIOR AJB C283d	
• Disconnect: Interior AJB C283d. • Measure the resistance between the interior AJB C283d-16, component side and the interior AJB C283b-8, component side.  A0057792 • Measure the resistance between the interior AJB C283d-12, component side and the interior AJB C283b-4, component side.  A0057793 • **Are the resistances less than 5 ohms?**	**Yes** GO to R7 . **No** INSTALL a new interior AJB. TEST the system for normal operation.
R7 CHECK FOR AN OPEN BETWEEN THE INTERIOR AJB C283d AND JOINT CONNECTOR No. 4 C223	
• Disconnect: Interior Joint Connector No. 4 C223. • Measure the resistance between the interior AJB C283d-16, circuit 4-EG1 (GY/RD), harness side and joint connector No. 4 C223-12, circuit 4-EG1 (GY/RD), harness side.	**Yes** GO to R8 . **No** REPAIR the circuit in question. CARRY OUT the diagnostic tool data link test.

 A0067872 • Measure the resistance between the interior AJB C283d-12, circuit 5-EG1 (BU/RD), harness side and joint connector No. 4 C223-11, circuit 5-EG1 (BU/RD), harness side.  A0067887 • **Are the resistances less than 5 ohms?**	
R8 CHECK JOINT CONNECTOR No. 4 FOR AN OPEN	
• Measure the resistance between joint connector No. 4 C223-12, component side and joint connector No. 4 C223-14, component side.  A0004357 • Measure the resistance between joint connector No. 4 C223-9, component side and joint connector No. 4 C223-11, component side.  A0004362 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the circuit in question between the DLC C251 and joint connector No. 4 C223. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 4 C223. TEST the system for normal operation.
R9 CHECK FOR CORRECT ELECTRONIC PARKING BRAKE MODULE OPERATION	

• Disconnect all the electronic parking brake module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the electronic parking brake module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new electronic parking brake module. REFER to Section 206-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No

	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test S: The Parking Aid Module Does Not Respond To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

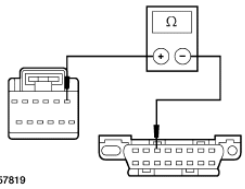
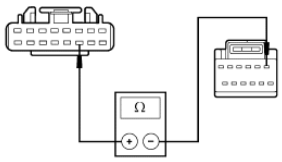
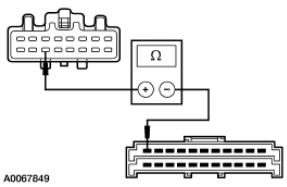
The parking aid module communicates with the diagnostic tool through the UBP communications network circuit 4-GN10 (GY). If circuit 4-GN10 (GY) becomes open or shorted to ground, communications to that module will not be possible. Check circuit 4-GN10 (GY) between the parking aid module C4014b and the DLC C251. Total resistance values must not be more than 5 ohms. If the resistance is more than 5 ohms, there is either an open in circuit 4-GN10 (GY), damage to the DLC C251, damage to the parking aid module C4014b, or a problem in the in-line connector C213 or joint connector No. 1 C261.

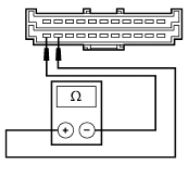
Possible Causes

- circuit 4-GN10 (GY) shorted to ground or open
- C4014b
- in-line C213
- joint connector No. 1 C261
- DLC C251
- parking aid module

PINPOINT TEST S: THE PARKING AID MODULE DOES NOT RESPOND TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
S1 CHECK THE PARKING AID MODULE C4014b FOR DAMAGE	
• Key in OFF position. • Disconnect: Parking Aid Module C4014b. • Inspect the parking aid module C4014b for damage. • **Is the parking aid module C4014b OK?**	**Yes** GO to S2 . **No** REPAIR the parking aid module C4014b. CARRY OUT the diagnostic tool data link test.
S2 CHECK CIRCUIT 4-GN10 (GY) BETWEEN THE DLC C251 AND THE PARKING AID MODULE C4014b FOR AN OPEN	
• Measure the resistance between the parking aid module C4014b-1, circuit 4-GN10 (GY), harness side and the DLC C251-3, circuit 4-ED6 (GY), harness side.	**Yes** GO to S7 . **No** GO to S3 .

 A0057819 • **Is the resistance less than 5 ohms?**	
S3 CHECK IN-LINE C213 FOR DAMAGE	
• Disconnect: In-Line C213. • Inspect in-lines C213M and C213F for damage. • **Are in-lines C213M and C213F OK?**	**Yes** GO to S4 . **No** REPAIR in-lines C213M and C213F. CARRY OUT the diagnostic tool data link test.
S4 CHECK CIRCUIT 4-GN10 (GY) BETWEEN THE PARKING AID MODULE C4014b AND IN-LINE C213F FOR AN OPEN	
• Measure the resistance between in-line C213F-11, circuit 4-HC1 (GY/RD), harness side and the parking aid module C4014b-1, circuit 4-GN10 (GY), harness side.  A0057820 • **Is the resistance less than 5 ohms?**	**Yes** GO to S5 . **No** REPAIR the circuit between the parking aid module C4014b and in-line C213F. CARRY OUT the diagnostic tool data link test.
S5 CHECK CIRCUIT 4-HC1 (GY/RD) BETWEEN IN-LINE C213M AND JOINT CONNECTOR No. 1 C261 FOR AN OPEN	
• Disconnect: Joint Connector No. 1 C261. • Measure the resistance between in-line C213M-11, circuit 4-HC1 (GY/RD), harness side and joint connector No. 1 C261-11, circuit 4-HC1 (GY/RD), harness side.  A0067849 • **Is the resistance less than 5 ohms?**	**Yes** GO to S6 . **No** REPAIR the circuit between in-line C213M and joint connector No. 1 C261. CARRY OUT the diagnostic tool data link test.
S6 CHECK JOINT CONNECTOR No. 1 FOR AN OPEN	

• Measure the resistance between joint connector No. 1 C261-10, component side and joint connector No. 1 C261-11, component side.  • **Is the resistance less than 5 ohms?**	**Yes** REPAIR the circuit between joint connector No. 1 C261 and the DLC C251. CARRY OUT the diagnostic tool data link test. **No** REPAIR joint connector No. 1 C261 as necessary. CARRY OUT the diagnostic tool data link test.
S7 CHECK FOR CORRECT PARKING AID MODULE OPERATION	

• Disconnect all the parking aid module connectors.
• Check for:
  • corrosion
  • push-out pins
• Connect all the parking aid module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new parking aid module. REFER to Section 413-00 . TEST the system for normal operation.
	
	CARRY OUT the diagnostic tool data link test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test T: No Module/Network Communication No Power To The Diagnostic Tool

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

Normal Operation

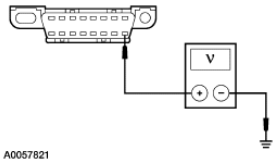
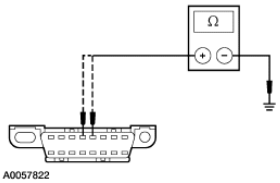
Under normal operation the diagnostic tool is connected to the DLC C251 to communicate with the standard corporate protocol (SCP), UART based protocol (UBP), and the international standards organization (ISO) 9141 communications networks. If communication cannot be established, the diagnostic tool and the DLC C251 must be checked for damage. If the diagnostic tool and the DLC C251 are OK, circuit 29-ED6 (OG/YE) must be checked for voltage and 31-ED6 (BK), and 91-ED6 (BN) must be checked for an open condition.

Possible Causes

- DLC C251
- diagnostic tool
- circuit 29-ED6 (OG/YE) open circuit
- circuit 31-ED6 (BK) open circuit
- circuit 91-ED6 (BN) open circuit

PINPOINT TEST T: NO MODULE/NETWORK COMMUNICATION NO POWER TO THE DIAGNOSTIC TOOL

Test Step	Result / Action to Take
T1 CHECK THE DIAGNOSTIC TOOL CONNECTOR	

• Inspect the diagnostic tool pins for damage. • **Are the pins OK?**	**Yes** GO to T2 . **No** REPAIR the diagnostic tool connector. TEST the system for normal operation.
T2 CHECK THE DLC C251 FOR DAMAGE	
• Key in OFF position. • Inspect the DLC C251 pins for damage. • **Are the pins OK?**	**Yes** GO to T3 . **No** REPAIR the DLC C251. TEST the system for normal operation.
T3 CHECK THE VOLTAGE TO THE DIAGNOSTIC TOOL CIRCUIT 29-ED6 (OG/YE)	
• Measure the voltage between the DLC C251-16, circuit 29-ED6 (OG/YE), harness side and ground.  A0057821 • **Is the voltage greater than 10 volts?**	**Yes** GO to T4 . **No** REPAIR the supply circuit. TEST the system for normal operation.
T4 CHECK THE DLC GROUND CIRCUIT 31-ED6 (BK), AND CIRCUIT 91-ED6 (BN)	
• Measure the resistance between the DLC C251-4, circuit 31-ED6 (BK), harness side and ground and between the DLC C251-5, circuit 91-ED6 (BN), harness side and ground.  A0057822 • **Are the resistances less than 5 ohms?**	**Yes** REPAIR the diagnostic tool. TEST the system for normal operation. **No** REPAIR the circuit(s) in question. TEST the system for normal operation.

Front Electronic Module (FEM) Printable View (44 KB)

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropiate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
Battery junction box (BJB) fuse 30 (5A)
Central junction box (CJB) fuse 20 (10A)
Wiring harness
Connector(s)
Circuitry

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:

- check that the program card is correctly installed.
- check the connections to the vehicle.
- check the ignition switch position.

5. If diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the data link diagnostics test. If the diagnostic tool responds with:

- SCP+, SCP-, or UBP circuits fault; all electronic control units no response/not equipped, Go To Pinpoint Test O .
- No response/not equipped for FEM, Go To Pinpoint Test U .
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the DSM.

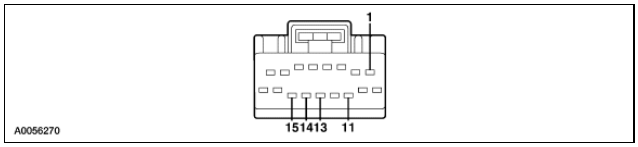
7. If the DTCs retrieved are related to the concern, go to the Diagnostic Trouble Code (DTC) Index to continue diagnostics.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Symptom Chart

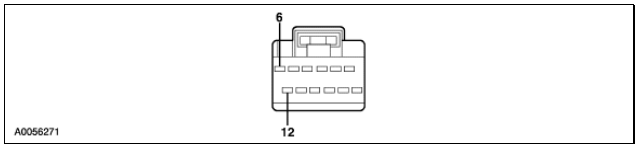
Symptom Chart
Connector Circuit Reference

Front Electronic Module (FEM) C201a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-DK22 (OG/WH) FEM power supply.	10 volts or greater at the FEM connector.
11	31-DK20A (BK/RD) FEM ground.	Less than 5 ohms between the FEM connector and ground.
13	31-DK20B (BK/RD) FEM ground.	Less than 5 ohms between the FEM connector and ground.
14	31-DK20C (BK/RD) FEM ground.	Less than 5 ohms between the FEM connector and ground.
15	31-DK20D (BK/RD) FEM ground.	Less than 5 ohms between the FEM connector and ground.

Front Electronic Module (FEM) C201c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
6		10 volts or greater at the FEM connector.

	29-DK20 (OG/GN) FEM power supply.	
12	31-DK20 (BK) FEM ground.	Less than 5 ohms between the FEM connector and ground.

Pinpoint Test U: No Communication With The Front Electronic Module (FEM)

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

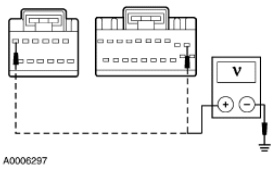
Normal Operation

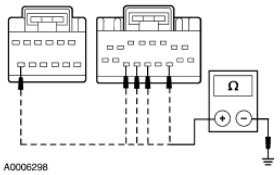
The FEM controls RH exterior mirrors, power adjustable pedals, both interior and exterior lighting active anti-theft functions and the brake shift interlock. Power is supplied through the central junction box (CJB) fuse 20 (10A) and battery junction box (BJB) fuse 30 (5A) on Circuits 29-DK20 (OG/GN), 29-DK21 (OG/WH) and grounded through circuit 31-DK20 (BK/RD), 31-DK20A (BK/RD), 31-DK20B (BK/RD), 31-DK20C (BK/RD) and 31-DK20D (BK/RD).

Possible Causes

- CJB fuse 20 (10A)
- BJB fuse 30 (5A)
- circuit 29-DK20 (OG/GN) open or shorted to ground
- circuit 29S-DK22 (OG/WH) open or shorted to ground
- circuit 31-DK20 (BK/RD) open
- circuit 31-DK20A (BK/RD) open
- circuit 31-DK20B (BK/RD) open
- circuit 31-DK20C (BK/RD) open
- circuit 31-DK20D (BK/RD) open
- FEM

PINPOINT TEST U: NO COMMUNICATION WITH THE FRONT ELECTRONIC MODULE (FEM)

Test Step	Result / Action to Take
U1 CHECK CIRCUIT 29-DK20 (OG/GN) AND 29S-DK21 (OG/WH) FOR VOLTAGE	
• Key in OFF position. • Disconnect the FEM C201a. • Disconnect the FEM C201c. • Key in ON position. • Measure the voltage between the FEM C201a-1, circuit 29S-DK22 (OG/WH), harness side and ground and between FEM C201c-6, circuit 29-DK20 (OG/GN), harness side and ground.  A0006297	**Yes** GO to U2 . **No** REPAIR the circuit in question. TEST the system for normal operation.

• **Are the voltages greater than 10 volts?**	
U2 CHECK THE FEM GROUND CIRCUITS FOR AN OPEN	
• Key in OFF position. • Using the following table, measure the resistance between the FEM connector, harness side and ground: **Connector-Pin** / **Circuit** C201a-11 / 31-DK20A (BK/RD) C201a-13 / 31-DK20B (BK/RD) C201a-14 / 31-DK20C (BK/RD) C201a-15 / 31-DK20D (BK/RD) C201c-12 / 31-DK20 (BK/RD)  A0006298 • **Are the resistances less than 5 ohms?**	**Yes** Go To Pinpoint Test B . **No** REPAIR the circuit in question. TEST the system for normal operation.

Driver Seat Module (DSM) Printable View (42 KB)

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropiate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
Battery junction box (BJB) fuse 21 (20A)
Central junction box (CJB) fuse 7 (5A)
Wiring harness
Connector(s)
Circuitry

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:

- check that the program card is correctly installed.
- check the connections to the vehicle.
- check the ignition switch position.

5. If diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:

- SCP+, SCP- or UBP circuits fault; all electronic control units no response/not equipped, Go To Pinpoint Test O .
- No response, not equipped for DSM, Go To Pinpoint Test V .
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the DSM.

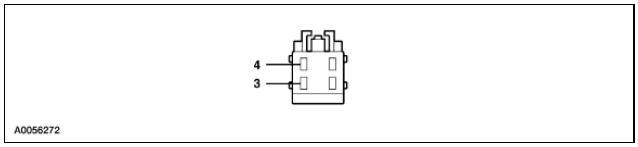
7. If the DTCs retrieved are related to the concern, go to the Diagnostic Trouble Code (DTC) Index to continue diagnostics.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Symptom Chart

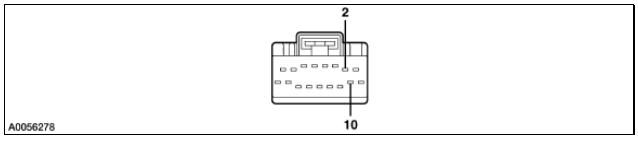
Symptom Chart
Connector Circuit Reference

Driver Seat Module (DSM) C341b



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	31-AH80 (BK) DSM ground	Less than 5 ohms between the DSM connector and ground.
4	30-AH80 (RD) DSM power supply	10 volts or greater at the DSM connector.

Driver Seat Module (DSM) C341c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	91-AH80 (BK) DSM ground.	Less than 5 ohms between the DSM connector and ground.
10	29-AH80 (OG/WH) DSM power supply.	10 volts or greater at the DSM connector.

Pinpoint Test V: No Communication With The Driver Seat Module (DSM)

Refer to Wiring Diagrams Cell 14-1 for schematic and connector information.

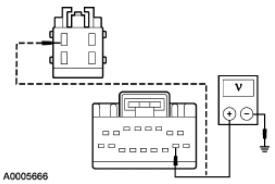
Normal Operation

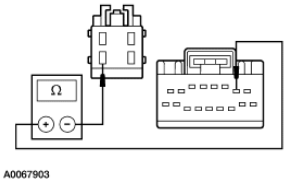
The power driver seat and power outside rear view mirrors are controlled by the DSM. Power is supplied through central junction box (CJB) fuse 7 (5A) and battery junction box (BJB) fuse 21 (20A) on Circuits 29-AH80 (OG/WH) and 30-AH80 (RD). The DSM is grounded through circuits 31-AH80 (BK) and 91-AH80 (BK).

Possible Causes

- CJB fuse: 7 (5A)
- BJB fuse 21 (20A)
- circuit 29-AH80 (OG/WH) open or shorted to ground
- circuit 30-AH80 (RD) open or shorted to ground
- circuit 31-AH80 (BK) open
- circuit 91-AH80 (BK) open

PINPOINT TEST V: NO COMMUNICATION WITH THE DRIVER SEAT MODULE (DSM)

Test Step	Result / Action to Take
V1 CHECK CIRCUIT 29-AH80 (OG/WH) AND 29-AH80 (OG/WH) FOR VOLTAGE	
• Key in OFF position. • Disconnect the DSM C341b. • Disconnect the DSM C341c. • Key in ON position. • Measure the voltage between the DSM C341b-4, circuit 30-AH80 (RD), harness side and ground and between the DSM C341c-10, circuit 29-AH80 (OG/WH), harness side and ground.  A0005666 • **Are the voltages greater than 10 volts?**	**Yes** GO to V2 . **No** REPAIR the supply circuit in question. TEST the system for normal operation.
V2 CHECK CIRCUITS 31-AH80 (BK) AND 91-AH80 (BK) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the DSM C341b-3, circuit 31-AH80 (BK), harness side and ground and between the DSM C341c-2, circuit 91-AH80 (BK), harness side and ground.	**Yes** Go To Pinpoint Test I . **No** REPAIR the circuit in question. TEST the system for normal operation.

 A0067903 • **Are the resistances less than 5 ohms?**	

Driver Door Module (DDM) Printable View (37 KB)

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropiate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
Central junction box (CJB) fuses: • 7 (5A) • 22 (10A)
Wiring harness
Connector(s)
Circuitry

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:

- check that the program card is correctly installed.
- check the connections to the vehicle.
- check the ignition switch position.

5. If diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating

manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:

- SCP+, SCP- or UBP circuits fault; all electronic control units, no response/not equipped, Go To Pinpoint Test O .
- No response/not equipped for DDM, Go To Pinpoint Test W .
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the DSM.

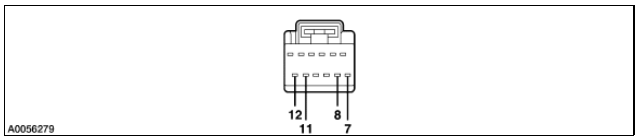
7. If the DTCs retrieved are related to the concern, go to the Diagnostic Trouble Code (DTC) Index to continue diagnostics.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Symptom Chart

Symptom Chart
Connector Circuit Reference

Driver Door Module (DDM) C501a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
7	91-AJ80 (BN/BU) DDM ground	Less than 5 ohms between the DDM connector and ground.
8	31-AJ80B (BK/OG) DDM ground	Less than 5 ohms between the DDM connector and ground.
11	29-AJ80 (OG) DDM power supply	10 volts or greater at the DDM connector.
12	29S-AJ86 (OG/BU) DDM power supply	10 volts or greater at the DDM connector.

Pinpoint Test W: No Communication With The Driver Door Module (DDM)

Refer to Wiring Diagrams Cell 14-1 for schematic and connector information.

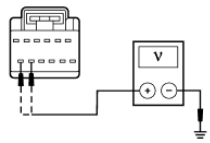
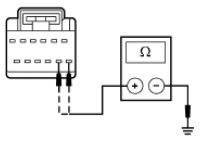
Normal Operation

The LH exterior mirror, keyless entry and power locks are controlled by the DDM. Power is supplied through central junction box (CJB) fuses 7 (5A) and 22 (10A) on circuits 29-AJ80 (OG) and 29S-AJ86 (OG/BU) and grounded through circuits 91-AJ80 (BN/BU) and 31-AJ80B (BK/OG).

Possible Causes

- CJB fuses:
  - ♦ 7 (5A)
  - ♦ 22 (10A)
- circuit 29-AJ80 (OG) open or shorted to ground
- circuit 29S-AJ86 (OG/BU) open or shorted to ground
- circuit 91-AJ80 (BN/BU) open
- circuit 31-AJ80B (BK/OG) open

PINPOINT TEST W: NO COMMUNICATION WITH THE DRIVER DOOR MODULE (DDM)

Test Step	Result / Action to Take
W1 CHECK CIRCUITS 29-AJ80 (OG) AND 29S-AJ86 (OG/BU) FOR VOLTAGE	
• Key in OFF position. • Disconnect the DDM C501a. • Key in ON position. • Measure the voltage between the DDM C501a-11, circuit 29-AJ80 (OG), harness side and ground and between the DDM C501a-12, circuit 29S-AJ86 (OG/BU), harness side and ground.  A0067905 • **Are the voltages greater than 10 volts?**	**Yes** GO to W2 . **No** REPAIR the supply circuit in question. TEST the system for normal operation.
W2 CHECK CIRCUITS 91-AJ80 (BN/BU) AND 31-AJ80B (BK/OG) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the DDM C501a-7, circuit 91-AJ80 (BN/BU), harness side and ground and between the DDM C501a-8, circuit 31-AJ80B (BK/OG), harness side and ground.  A0067906 • **Is the resistance less than 10 ohms?**	**Yes** Go To Pinpoint Test J . **No** REPAIR the circuit in question. TEST the system for normal operation.

Rear Electronic Module (REM) Printable View (48 KB)

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropiate adapter cable

Inspection and Verification

1. Verify the customer concern.

2. Visually inspect for obvious signs of electrical damage.

Visual Inspection Chart

Electrical
Central junction box (CJB) fuse 20 (10A)
Wiring harness
Connector(s)
Circuitry

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector (DLC) located beneath the instrument panel and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:

- check that the program card is correctly installed.
- check the connections to the vehicle.
- check the ignition switch position.

5. If diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:

- SCP+, SCP- or UBP circuits fault; all electronic control units, no response/not equipped, Go To Pinpoint Test O .
- No response/not equipped for REM, Go To Pinpoint Test X .
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the REM.

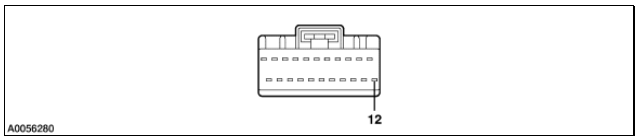
7. If the DTCs retrieved are related to the concern, go to the Diagnostic Trouble Code (DTC) Index to continue diagnostics.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Symptom Chart

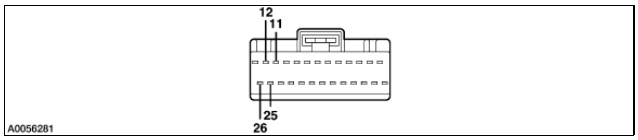
Symptom Chart
Connector Circuit Reference

Rear Electronic Module (REM) C420b



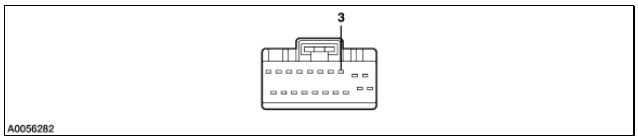
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
12	31-DK30H (BK/OG) REM ground	Less than 5 ohms between the REM connector and ground.

Rear Electronic Module (REM) C420c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	31-DK30D (BK/OG) REM ground.	Less than 5 ohms between the DSM connector and ground.
12	31-DK30E (BK/OG) REM ground.	Less than 5 ohms between the REM connector and ground.
25	31-DK30F (BK/OG) REM ground.	Less than 5 ohms between the REM connector and ground.
26	31-DK30G (BK/OG) REM ground.	Less than 5 ohms between the REM connector and ground.

Rear Electronic Module (REM) C420d



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	29-DK31 (OG/BK) REM power supply.	10 volts or greater at the REM connector.

Pinpoint Test X: No Communication With The Rear Electronic Module (REM)

Refer to Wiring Diagrams Cell 14 for schematic and connector information.

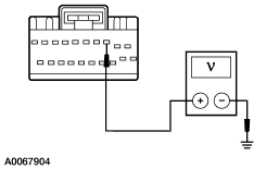
Normal Operation

The exterior lights, interior lights and active anti-theft functions are controlled by the REM. Power is supplied through central junction box (CJB) fuse 20 (10A) on circuit 29-DK31 (OG/BK), and grounded through circuit 31-DK30D (BK/OG), 31-DK30E (BK/OG), 31-DK30F (BK/OG), 31-DK30G (BK/OG) and 31-DK30H (BK/OG).

Possible Causes

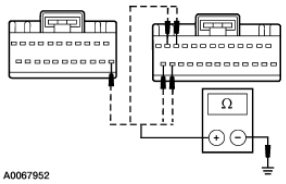
- CJB fuse: 20 (10A)
- circuit 29-DK31 (OG/BK) open or shorted to ground
- circuit 31-DK30D (BK/OG) open
- circuit 31-DK30E (BK/OG) open
- circuit 31-DK30F (BK/OG) open
- circuit 31-DK30G (BK/OG) open
- circuit 31-DK30H (BK/OG) open
- REM

PINPOINT TEST X: NO COMMUNICATION WITH THE REAR ELECTRONIC MODULE (REM)

Test Step	Result / Action to Take
X1 CHECK CIRCUIT 29-DK31 (OG/BK) FOR VOLTAGE	
• Key in OFF position. • Disconnect the REM C420d. • Key in ON position. • Measure the voltage between the REM C420d-3, circuit 29-DK31 (OG/BK), harness side and ground.  	**Yes** GO to X2 . **No** REPAIR the supply circuit. TEST the system for normal operation.

• **Is the voltage greater than 10 volts?**	
X2 CHECK THE REM GROUND CIRCUITS FOR AN OPEN	
• Disconnect: REM C420b. • Disconnect: REM C420c. • Key in OFF position. • Using the following table, measure the resistance between the REM connector, harness side and ground: • **Are the resistances less than 5 ohms?**	**Yes** Go To Pinpoint Test K . **No** REPAIR the circuit in question. TEST the system for normal operation.

Pin	Circuit
C420b-12	31-DK30H (BK/OG)
C420c-11	31-DK30D (BK/OG)
C420c-12	31-DK30E (BK/OG)
C420c-25	31-DK30F (BK/OG)
C420c-26	31-DK30G (BK/OG)



Front Electronic Module (FEM) Printable View (237 KB)

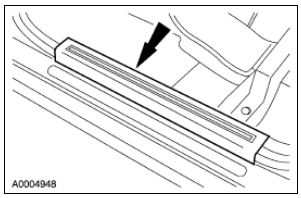
Removal and Installation

1. **⚠ CAUTION: Prior to the removal of the module, it is necessary to upload module configuration information to the appropriate diagnostic equipment. This information needs to be downloaded into the new module once installed. For additional information, refer to Module Configuration in this section.**

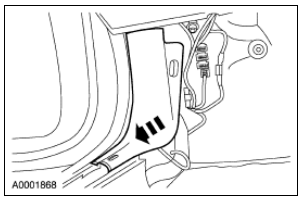
   ⚠ CAUTION: Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage may result.

   Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Remove the LH scuff plate.

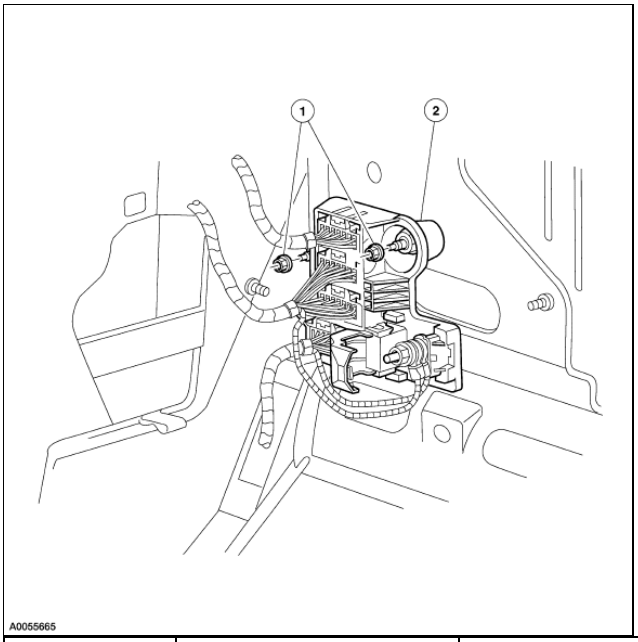


3. Remove the LH A-pillar lower trim panel.



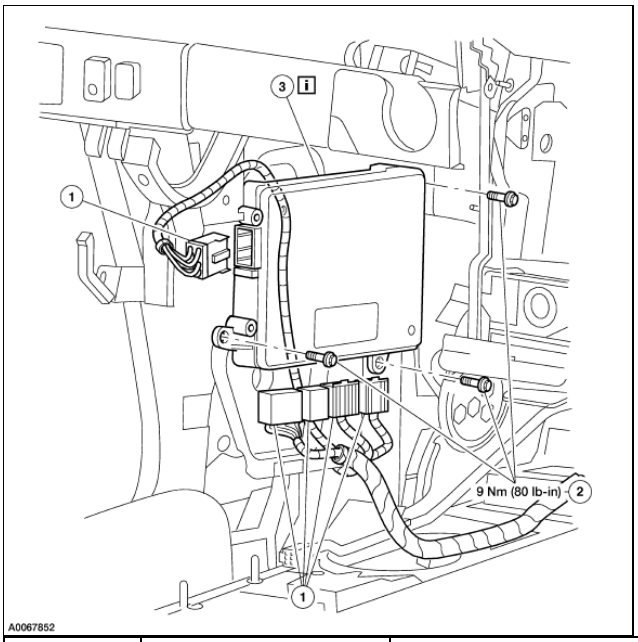
4. Position the carpet aside.

5. Position aside the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Nuts
2	14A033	Auxiliary junction box

6. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Wiring harness connectors
2		Bolts
3	13B525	Front electronic module (FEM) Installation Note

7. To install, reverse the removal procedure.

Item 3: Front Electronic Module (FEM) Installation Note

1. Once the FEM is installed, it is necessary to download the module configuration information from the daignostic tool into the new module. Refer to Module Configuration in this section.

Driver Seat Module (DSM) Printable View (93 KB)

Removal and Installation

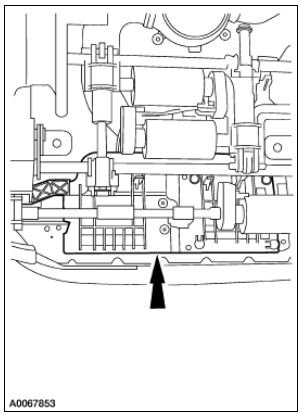
1. **⚠ CAUTION: Prior to the removal of the module, it is necessary to upload module configuration information to the appropriate diagnostic equipment. This information needs to be downloaded into the new module once installed. For additional information, refer to Module Configuration in this section.**

   ⚠ CAUTION: Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage may result.

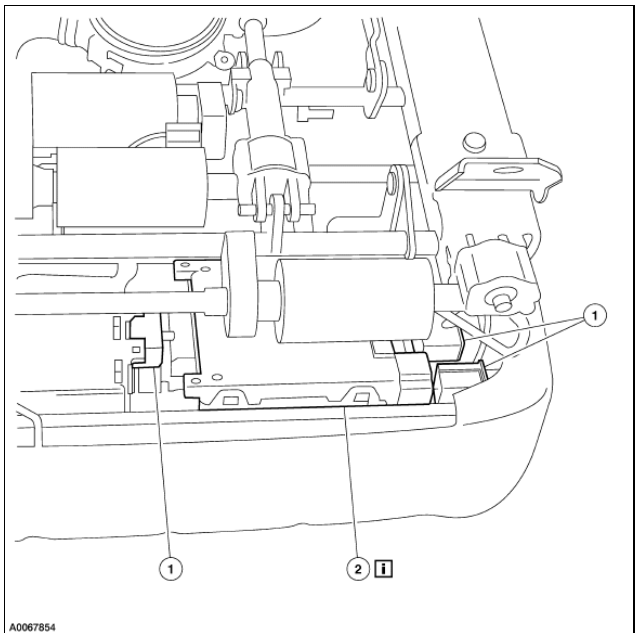
   Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Remove the driver seat. For additional information, refer to Section 501-10 .

3. Remove the shield.



4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description

1		Wiring harness connectors
2	13C789	Driver seat module (DSM) Installation Note

5. To install, reverse the removal procedure.

Item 2: Driver Seat Module (DSM) Installation Note

1. Once the DSM is installed, it is necessary to download the module configuration information from the daignostic tool into the new module. Refer to Module Configuration in this section.

Driver Door Module (DDM) Printable View (97 KB)

Removal and Installation

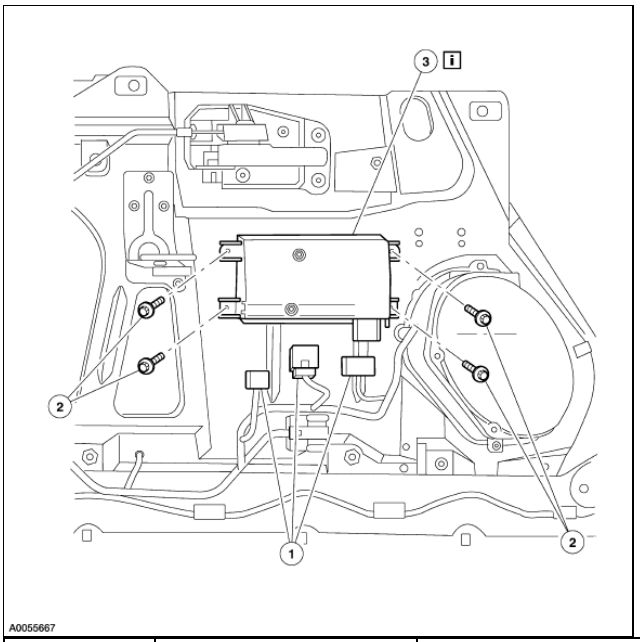
1. **CAUTION: Prior to the removal of the module, it is necessary to upload module configuration information to the appropriate diagnostic equipment. This information needs to be downloaded into the new module once installed. For additional information, refer to Module Configuration in this section.**

   CAUTION: Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage may result.

   Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Remove the driver door trim panel. For additional information, refer to Section 501-01 .

3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Wiring harness connectors
2		Bolts
3	13C791	Driver door module (DDM) Installation Note

4. To install, reverse the removal procedure.

Item 3: Driver Door Module (DDM) Installation Note

1. Once the DDM is installed, it is necessary to download the module configuration information from the daignostic tool into the new module. Refer to Module Configuration in this section.

Rear Electronic Module (REM) Printable View (120 KB)

Removal and Installation

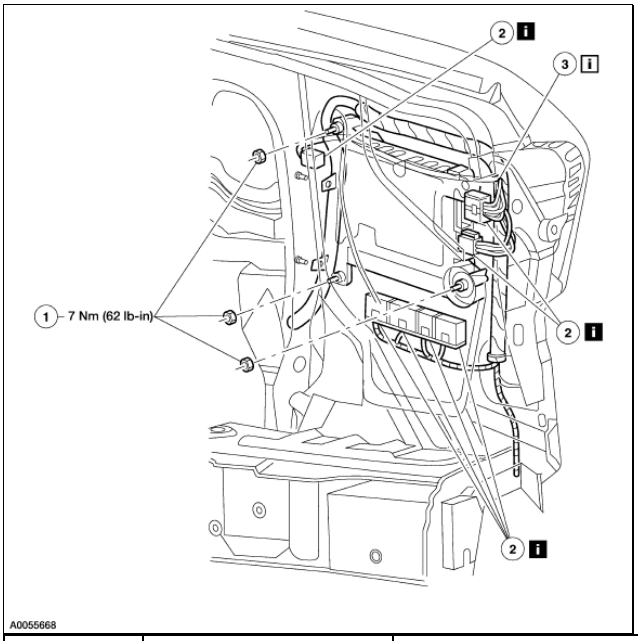
1. **⚠ CAUTION: Prior to the removal of the module, it is necessary to upload module configuration information to the appropriate diagnostic equipment. This information needs to be downloaded into the new module once installed. For additional information, refer to Module Configuration in this section.**

   ⚠ CAUTION: Electronic modules are sensitive to static electrical charges. If exposed to these charges, damage may result.

   Disconnect the battery ground cable. For additional information, refer to Section 414-00 .

2. Position the RH rear luggage compartment trim panel aside.

3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1		Nuts Removal Note
2		Wiring harness connectors Removal Note
3	13B520	Rear electronic module (REM) Installation Note

4. To install, reverse the removal procedure.

Item 2: Rear Electronic Module (REM) Wiring Harness Connector Removal Note

1. It may be necessary to position the REM rearward to access some of the connectors.

Item 3: Rear Electronic Module (REM) Installation Note

1. Once the REM is installed, it is necessary to download the module confiuration information from the daignostic tool into the new module. Refer to Module Configuration in this section.

2003 Lincoln LS Contents/Index

-- J --

Jacking

Anti-Theft Component Location Index

Printable View (453 KB)

Anti-Theft Component Location Index Passive Anti-Theft System

Anti-Theft Component Location Index Perimeter Alarm System

Anti-Theft Component Location Index - Perimiter Alarm System Switches

Printable View (7 KB)

Torque Specifications

Description	Nm	lb-in
Battery ground cable	10	89

Anti-Theft Printable View (12 KB)

Anti-Theft Passive Anti-Theft System (PATS)

The passive anti-theft system (PATS) uses radio frequency identification technology to deter a driveaway theft. Passive means that it does not require any action from the user to make it functional.

PATS uses a specially encoded ignition key. Each PATS key contains a permanently installed electronic device called a transponder. Each transponder contains a unique electronic identification code, with over 72 million billion combinations.

Each PATS key must be programmed into the vehicle PATS module before it can be used to start the engine. There are special diagnostic procedures described in the workshop manual that must be carried out if new PATS keys are to be installed. Refer to general procedures in this section.

The PATS key is larger than a traditional ignition key. The PATS key does not require batteries and should last the life of the vehicle.

The transceiver module communicates with the PATS key. This module is located in the instrument panel attached to the ignition cylinder housing. During each vehicle start sequence, the transceiver module reads the PATS key identification code and sends the data to the instrument cluster. The instrument cluster validates the code as correct and sends the PCM an enable code through the network.

The control function is contained in the instrument cluster. This module carries out all of the PATS functions such as receiving the identification code from the PATS key and controlling the starter enable signal and communicates with the PCM to enable the engine. The instrument cluster initiates the key interrogation sequence when the PATS key is inserted in the ignition switch and also when the switch is turned to RUN or START.

The PATS module uses the instrument cluster to enable or disable the engine. All elements of PATS must be functional before the engine is allowed to start. If any of the components are not working correctly, the vehicle will not start.

PATS uses a visual theft indicator. This indicator will prove out for three seconds when the ignition switch is turned to RUN or START under normal operation. If there is a PATS problem, this indicator will either flash rapidly or glow steadily (for more than three seconds) when the ignition switch is turned to RUN or START.

PATS is not compatible with aftermarket remote start systems, which allow the vehicle to be started from outside the vehicle. These systems may reduce the vehicle security level, and also may cause no-start issues. Remote start systems must be removed before investigation of PATS-related no-start issues.

Anti-Theft Perimeter Alarm System

The anti-theft perimeter protection feature is controlled by the front electronic module (FEM), the rear electronic module (REM), and the driver door module (DDM). The alarm can be armed using the LOCK button in the remote transmitter to the DDM, which sends a message through the Standard Corporate Protocol (SCP) communications network to the FEM; or by using the driver or passenger door lock switch if the corresponding door is open when LOCK is actuated; or by locking the vehicle with the key in the driver door lock cylinder or the keypad by pressing 7/8 and 9/0 simultaneously. The FEM and REM will then monitor all features, which will activate the alarm in the event of an unauthorized entry.

The luggage compartment lid key cylinder will not disarm the vehicle's perimeter alarm. The luggage compartment alarm can be temporarily inhibited through the luggage compartment lid disarm switch, located in the luggage compartment lock key cylinder or opening the lugguage compartment with the remote entry key fob or the keypad. Once the luggage compartment lid closes, the perimeter alarm system will immediately start monitoring the luggage compartment. The perimeter alarm can only be disarmed by unlocking the vehicle using the remote transmitter or the driver door lock cylinder switch, or by cycling to RUN a valid programmed key in the ignition switch or by entering the correct vehicle unlock code on the keypad.

Additionally, an ignition switch tamper circuit and a signal headwire line from the FEM to the REM are monitored.

If any of the above features receive any activation once the alarm has been armed, the alarm will activate the visual and audible alerts.

Anti-Theft PATS Printable View (166 KB)

Refer to Wiring Diagrams Cell 112 , Anti-Theft for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

NOTE: The new instrument cluster must be reconfigured after installation. Refer to Section 418-00 .

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Large metallic objects, a second PATS key on the same key ring as the PATS key or electronic devices on the key chain that can be used to purchase gasoline or similar items • ignition lock cylinder • PATS key • Use of a non-PATS key • More than one PATS key on the customer's key chain	• Central junction box (CJB) fuse 24 (5A) • Instrument cluster • PATS transceiver module • Ignition switch • Loose or corroded connection(s)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
    - check that the program card is correctly installed.
    - check the connections to the vehicle.
    - check the ignition key position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
    - SCP+, SCP-, ISO or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
    - No response/not equipped for instrument cluster, refer to Section 413-00 .
    - No response/not equipped for PCM, refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual.
    - System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the instrument cluster.

7. If the DTCs retrieved are related to the concern, go to the Instrument Cluster Diagnostic Trouble Code (DTC) Index.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Instrument Cluster Diagnostic Trouble Code (DTC) Index

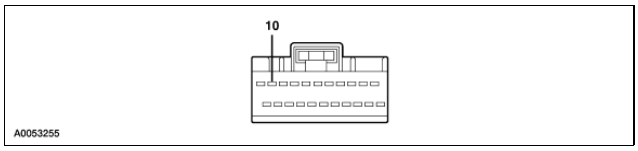
DTC	Description	Source	Action
B1213	Anti-Theft Number of Programmed Keys is Below Minimum	Instrument Cluster	Go To Pinpoint Test C .
B1342	ECU is Defective	Instrument Cluster	Clear the DTCs. CARRY OUT the Instrument Cluster self-test. If DTC B1342 is retrieved, INSTALL a new instrument cluster. REFER to Section 413-00 .
B1600	PATS Key Transponder Signal is Not Received Damaged Key or Non-PATS Key	Instrument Cluster	Go To Pinpoint Test F .
B1601	PATS Received Incorrect Key-Code From Ignition Key Transponder (Unprogrammed PATS Key)	Instrument Cluster	Go To Pinpoint Test G .
B1602	PATS Received Invalid Format of Key-Code From Ignition Key Transponder (Partial Key Read)	Instrument Cluster	Go To Pinpoint Test H .
B1681	PATS Transceiver Module Signal is Not Received (Damaged, Not Connected, or Damaged Wiring)	Instrument Cluster	Go To Pinpoint Test I .
B2103	Antenna Not Connected Defective Transceiver	Instrument Cluster	Go To Pinpoint Test J .
B2139	Data Mismatch	Instrument Cluster	Go To Pinpoint Test D .
B2141	NVM Memory Failure	Instrument Cluster	Go To Pinpoint Test E .

B2431	Transponder Programming Failed	Instrument Cluster	Go To Pinpoint Test F .
B2477	Module Configuration Failure	Instrument Cluster	REFER to Section 418-00 .
U1147	SCP (J1850) Invalid or Missing Data for Vehicle Security	Instrument Cluster/PCM	Go To Pinpoint Test D .
U1262	SCP Communications BUS Fault	Instrument Cluster/PCM	REFER to Section 418-00 .

Symptom Chart

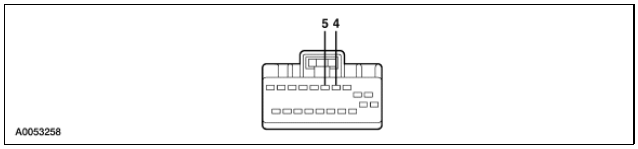
Symptom Chart
Connector Circuit Reference

Instrument Cluster C220a



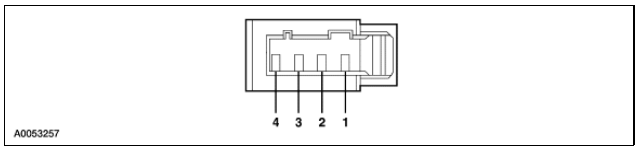
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
10	10-GL6 (GY/VT) transmits signal to anti-theft LED	0 voltage, 5 ohms or less between the instrument cluster and the anti-theft LED. Greater than 10,000 ohms to ground with the instrument cluster and the anti-theft LED disconnected.

Instrument Cluster C220b



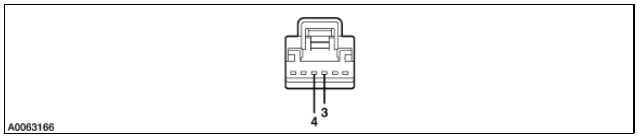
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4	8-GL36 (WH/RD) transmits signal to PATS	0 voltage, 5 ohms or less between the instrument cluster and the PATS transceiver. Greater than 10,000 ohms to ground with the instrument cluster and the PATS transceiver disconnected.
5	10-GL36 (GY/RD) recieves signal from PATS	0 voltage, 5 ohms or less between the instrument cluster and the PATS transceiver. Greater than 10,000 ohms to ground with the instrument cluster and the PATS transceiver disconnected.

Passive Anti Theft (PATS) C252



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-GL36 (OG/BU) power feed to the PATS transceiver	Greater than 10 volts key ON or OFF.
2	31-GL36 (BK) ground for the PATS transceiver	0 voltage, less than 5 ohms.
3	8-GL36 (WH/RD) transmits signal to instrument cluster	0 voltage, 5 ohms or less between the instrument cluster and the PATS transceiver. Greater than 10,000 ohms to ground with the instrument cluster and the PATS transceiver disconnected.
4	10-GL36 (GY/RD) receives signal from instrument cluster	0 voltage, 5 ohms or less between the instrument cluster and the PATS transceiver. Greater than 10,000 ohms to ground with the instrument cluster and the PATS transceiver disconnected.

Autolamp Sensor C286



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	29-GL6 (OG) autolamp sensor power	12 volts, 5 ohms or less between the autolamp sensor and the central juncyion box. Greater than 10,000 ohms to ground with the instrument cluster and the autolamp sensor disconnected.
4	10-GL6 (GY/VT) receives signal from instrument cluster	0 voltage, 5 ohms or less between the autolamp sensor and the instrument cluster. Greater than 10,000 ohms to ground with the instrument cluster and the autolamp sensor disconnected.

Pinpoint Test A: The Anti-Theft Indicator Is Never On No Three-Second Theft Indicator Proveout

Normal Operation

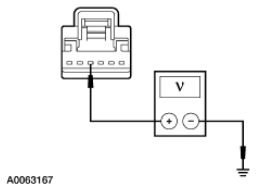
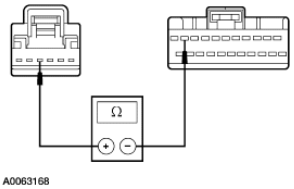
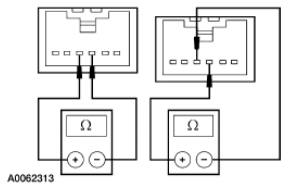
The PATS uses an LED indicator. This indicator will prove out for three seconds when the key switch is turned to RUN or START under normal operation. If there is a PATS problem, this indicator will either flash rapidly or glow steadily (for more than three seconds) when the key switch is turned to RUN or START.

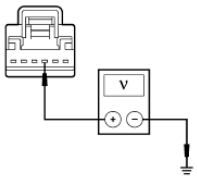
Possible Causes

- no signal from the instrument cluster
- anti-theft LED is inoperative
- instrument cluster
- circuit 31-LE42 (BK) open or short to power
- circuit 10-GL6 (GY/VT) open or short to ground
- circuit 29-GL6 (OG) open or short to ground

PINPOINT TEST A: THE ANTI-THEFT INDICATOR IS NEVER ON NO THREE SECOND THEFT INDICATOR PROVE-OUT

Test Step	Result / Action to Take
NOTE: Large metallic objects, electronic devices on the keychain that can be used to purchase gasoline or similar items, or a second key on the same keyring as the PATS key may cause vehicle starting problems and record DTCs under certain conditions. If a fault cannot be identified, examine the customer's key ring for such objects or devices. If present, inform the customer that they need to keep these objects from touching the PATS key while starting the engine. These objects and devices cannot damage the PATS key, but can cause a momentary concern if they are too close to the key during engine start. If a concern occurs, turn the key OFF and restart the engine with all other objects on the keyring held away from the PATS key. Check to make sure the key used by the customer is a Ford-approved PATS key. (PATS keys from Rotunda, Ilco, Curtis, or Strattec are approved Ford PATS keys.)	
A1 ENTER THE INSTRUMENT CLUSTER ACTIVE COMMAND MODE	
• Key in OFF position. • Enter the instrument cluster active command mode. • **Can the instrument cluster active command mode be entered?**	**Yes** GO to A2 . **No** REFER to Section 418-00 to continue communication diagnostics.
A2 CHECK THE ANTI-THEFT INDICATOR TRIGGER THE INSTUMENT CLUSTER ACTIVE COMMAND THEFT_LAMP TO ON	
• Trigger the instrument cluster active command THEFT_LAMP to ON. • **Does the anti-theft indicator illuminate?**	**Yes** The anti-theft indicator is OK. VERIFY the concern with the customer. **No** GO to A3 .
A3 CHECK THE INSTRUMENT CLUSTER OUTPUT TO THE AUTOLAMP DAY/NIGHT SENSOR FOR VOLTAGE CIRCUIT 10-GL6 (GY/VT)	
• Key in OFF position. • Disconnect: Autolamp Day/Night Sensor C286. • Key in ON position.	**Yes** GO to A5 . **No** GO to A4 .

• While triggering the instrument cluster active command THEFT_LAMP to ON, measure the voltage between autolamp day/night sensor C286-4, circuit 10-GL6 (GY/VT), harness side and ground.  A0063167 • **Is the voltage greater than 10 volts?**	
A4 CHECK CIRCUIT 10-GL6 (GY/VT) FOR OPEN	
• Key in OFF position. • Disconnect: Instrument Cluster C220a. • Measure the resistance between instrument cluster C220a-10, circuit 10-GL6 (GY/VT), harness side and autolamp day/night sensor C286-4, circuit 10-GL6 (GY/VT), harness side.  A0063168 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new instrument cluster. REFER to Section 413-00 . CLEAR the DTCs. TEST the system for normal operation. PROGRAM the keys. REFER to Key Programming Using Diagnostic Equipment in this section. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
A5 CHECK THE ANTI-THEFT LED	
• Disconnect: Anti-Theft LED. • Measure the resistance between C286-4 and C286-3 component side.  A0062313 • **Is the resistance greater than 10,000 ohms in one direction and 10-20 ohms in the other direction?**	**Yes** GO to A6 . **No** INSTALL a new anti-theft LED. REFER to Section 413-00 . CLEAR the DTCs. REPEAT the self-test.
A6 CHECK THE AUTOLAMP DAY/NIGHT SENSOR FOR VOLTAGE CIRCUIT 29-GL6 (OG)	

• Key in OFF position. • Measure the voltage between autolamp day/night sensor C286-3, circuit 29-GL6 (OG), and ground.  A0063169 • **Is the voltage greater than 10 volts?**	**Yes** INSTALL a new autolamp day/night sensor. REFER to Section 417-01 . CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test B: The Anti-Theft System Does Not Operate Correctly The Vehicle Cranks But Indicator Flashes Rapidly At Key On

Normal Operation

The PATS uses an LED indicator. This indicator will prove out for three seconds when the key switch is turned to RUN or START under normal operation. If there is a PATS problem, this indicator will either flash rapidly or glow steadily (for more than three seconds) when the key switch is turned to RUN or START.

Possible Causes

- instrument cluster
- instrument cluster calibration

PINPOINT TEST B: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY THE VEHICLE CRANKS BUT INDICATOR FLASHES RAPIDLY AT KEY ON

Test Step	Result / Action to Take
B1 CHECK THE ANTI-THEFT INDICATOR FOR CORRECT OPERATION	
• Key in START position. • Verify the anti-theft indicator proves out correctly. • **Does the vehicle start with the anti-theft indicator flashing?**	**Yes** If the vehicle starts, VERIFY the correct PCM calibration for the vehicle. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. **No** The system is OK.

Pinpoint Test C: The Anti-Theft System Does Not Operate Correctly Anti-Theft Number Of Programmed Keys Is Below Minimum

Normal Operation

The transceiver module communicates with the PATS key. The control functions are contained in the instrument cluster. This instrument cluster carries out all of the PATS functions such as receiving the identification code from the PATS key and controlling engine enable. The instrument cluster initiates the key interrogation sequence when the key is inserted in the ignition cylinder and when the key is turned to START or RUN.

Possible Causes

- less than two keys programmed to the system
- PATS transceiver
- unprogrammed PATS key
- instrument cluster

PINPOINT TEST C: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY ANTI-THEFT NUMBER OF PROGRAMMED KEYS IS BELOW MINIMUM

Test Step	Result / Action to Take
C1 RETRIEVE THE INSTRUMENT CLUSTER DTCS	
• Key in OFF position. • Enter the following diagnostic mode on the diagnostic tool: Retrieve and Record Continuous Instrument Cluster Codes. • Enter the following diagnostic mode on the diagnostic tool: Clear Continuous Codes. • Carry out the instrument cluster on-demand self-test. • **Is DTC B1213 the only DTC retrieved?**	**Yes** GO to C2 . **No** REPAIR the other DTCs retrieved. REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index. CLEAR the DTCs. REPEAT the self-test.
C2 CHECK FOR PROGRAMMED PATS KEYS MONITOR THE INSTRUMENT CLUSTER PID NUMKEYS	
• Monitor the instrument cluster PID NUMKEYS. • **Does the instrument cluster PID NUMKEYS display less than two PATS keys programmed?**	**Yes** GO to C3 . **No** The system is OK.
C3 PROGRAM PATS KEYS	
• **NOTE:** Two PATS keys must be programmed in order to start the vehicle. • Cut a new PATS key. • Key in ON position. • Program the new PATS key(s). Refer to Key Programming Using	**Yes** CLEAR the DTCs. CARRY OUT the self-test to verify all codes have been cleared. REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. **No**

Diagnostic Equipment in this section. • **Does the anti-theft indicator illuminate for three seconds and then go out?**	If the anti-theft indicator is on continuously, REPEAT Step C3 with a second new PATS key. If the theft indicator is flashing, RETRIEVE DTC stored for new fault and REPAIR the other DTC(s) retrieved. REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index.

Pinpoint Test D: Data Mismatch (Received Data Does Not Match What Was Expected)

Normal Operation

The transceiver module communicates with the PATS key. The control functions are contained in the instrument cluster. This instrument cluster carries out all of the PATS functions such as receiving the identification code from the PATS key and controlling engine enable. The instrument cluster initiates the key interrogation sequence when the key is inserted in the ignition cylinder and when the key is turned to RUN or START.

Possible Causes

- PCM calibration
- instrument cluster calibration
- instrument cluster

PINPOINT TEST D: DATA MISMATCH (RECEIVED DATA DOES NOT MATCH WHAT WAS EXPECTED)

Test Step	Result / Action to Take
D1 USE THE DTCS FROM THE INSTRUMENT CLUSTER SELF-TEST	
• Use the recorded instrument cluster DTCs. • **Is DTC B2139 or U1147 recorded?**	**Yes** GO to D2 . **No** The system is OK.
D2 CLEAR PCM ID FROM INSTRUMENT CLUSTER AND PCM	
• Carry out the security access procedure for the instrument cluster. Refer to Anti-Theft Security Access in this section. • **NOTE:** DO NOT carry out ignition key code erase.	**Yes** VERIFY PCM calibration is correct for the vehicle. If correct, INSTALL a new instrument cluster. REFER to Section 413-00 . TEST the system for normal operation. Program two keys. REFER to Key Programming Using Diagnostic Equipment in this section. REPEAT Pinpoint Test D . CLEAR the DTCs. REPEAT the self-test. If DTC B2139 or U1147 still exists, INSTALL a new PCM. REFER to Section 303-04A or Section 303-04B . TEST the system for normal operation. If the vehicle is equipped with the valet feature, program the third PATS key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. **No**

• Select PARAMETER RESET command for instrument cluster. • Use the diagnostic tool for PCM active command KEEP ALIVE MEMORY RESET. • Key in OFF position. • Key in ON position for three seconds. • Enter the following diagnostic mode on the diagnostic tool: Clear Continuous Codes. • Key in OFF position. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Retrieve Continuous Codes. • **Is DTC B2139 or U1147 retrieved?**	The system is OK. CHECK for any other DTCs. REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index.

Pinpoint Test E: The Anti-Theft System Does Not Operate Correctly NVM Configuration Failure (No PCM ID Exchanged Between Instrument Cluster And PCM)

Normal Operation

The PCM and instrument cluster verify correct PATS operation through the SCP network when the key is turned to the RUN position.

Possible Causes

- instrument cluster

PINPOINT TEST E: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY NVM CONFIGURATION FAILURE (NO PCM ID EXCHANGED BETWEEN INSTRUMENT CLUSTER AND PCM)

Test Step	Result / Action to Take

E1 USE THE DTCS FROM THE INSTRUMENT CLUSTER SELF-TEST	
• Use the recorded instrument cluster continuous and on demand self-test DTCs. • **Is DTC B2141 retrieved?**	**Yes** GO to E2 . **No** The system is OK.
E2 CARRY OUT KEEP ALIVE MEMORY RESET FROM PCM	
• Use the diagnostic tool for PCM active command KEEP ALIVE MEMORY RESET. • **Did the keep alive memory reset occur?**	**Yes** GO to E3 . **No** REFER to Powertrain Control/Emissions Diagnosis (PC/ED) manual.
E3 TRANSFER PCM ID	
• Key in OFF position. • Key in ON position. Leave the key in the ON position for 30 seconds. • Key in OFF position. • Key in START position. • **Does the vehicle START?**	**Yes** The system is OK. **No** GO to E4 .
E4 RETRIEVE THE INSTRUMENT CLUSTER DTCS	
• Enter the following diagnostic mode on the diagnostic tool: Clear Instrument Cluster Continuous Codes. • Key in OFF position. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Retrieve Instrument Cluster Continuous Codes. • **Is DTC B2141 retrieved?**	**Yes** REPEAT Step E2. If the fault persists, VERIFY the PCM calibration. If the calibration is OK, INSTALL a new instrument cluster. REFER to Section 413-00 . PROGRAM the keys. REFER to Key Programming Using Diagnostic Equipment in this section. Go To Pinpoint Test D to initialize the module. CLEAR the DTCs. REPEAT the self-test. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. **No** REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index.

Pinpoint Test F: The Anti-Theft System Does Not Operate Correctly PATS Ignition Key Transponder Signal Is Not Received Or Transponder Programming Failed (Damaged Key Or Non-PATS Key)

Normal Operation

The transceiver module communicates with the PATS key. The control functions are contained in the instrument cluster. This instrument cluster carries out all of the PATS functions such as receiving the identification code from the PATS key and controlling starter enable. The instrument cluster initiates the key interrogation sequence when the key is inserted in the ignition when the key is turned to RUN or START.

Possible Causes

- instrument cluster
- PATS transceiver
- PATS key

PINPOINT TEST F: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY PATS IGNITION KEY TRANSPONDER SIGNAL IS NOT RECEIVED OR TRANSPONDER PROGRAMMING FAILED (DAMAGED KEY OR NON-PATS KEY)

Test Step	Result / Action to Take
NOTE: Large metallic objects, electronic debit transponder devices or a second key on the same key ring as the PATS key may cause vehicle starting problems and record DTCs under certain conditions. If a fault cannot be identified, examine the customer's key for such objects or devices. If present, inform the customer that they need to keep these objects from touching the PATS key while starting the engine. These objects and devices cannot damage the PATS key, but can cause a momentary problem if they are too close to the key during engine start. If a problem occurs, turn the key OFF and restart the engine with all other objects on the key ring held away from the PATS key. Check to ensure the PATS key used by the customer is an approved Ford PATS key (PATS keys from Rotunda, Ilco, Curtis, C.E. Marshall or Strattec are approved Ford PATS keys).	
F1 USE THE DTCS FROM THE INSTRUMENT CLUSTER SELF-TEST	
• Use the recorded instrument cluster continuous and on-demand self-test DTCs. • **Is DTC B1600 or B2431 retrieved?**	**Yes** GO to F2 . **No** If other DTCs are retrieved, REFER to Instrument Cluster Diagnostic Trouble Code (DTC) Index. If no DTCs are retrieved, system is OK.
F2 PROGRAM A NEW PATS KEY	
• Key in OFF position. • **NOTE:** Check to make sure the customer and replacement PATS keys are approved Ford encoded PATS keys. Unapproved PATS keys do not always operate correctly over different temperature ranges (PATS keys from Rotunda, Ilco, Curtis, C.E. Marshall or Strattec are approved PATS keys). • Cut a new PATS key. • Key in ON position. • Program the new PATS key. Refer to Key Programming Using Diagnostic Equipment in this section. • Enter the following diagnostic mode on the diagnostic tool: Clear Continuous	**Yes** GO to F3 . **No** If no other DTCs are retrieved, the system is OK. If other DTCs are retrieved, REFER to Instrument Cluster Diagnostic Trouble Code (DTC) Index.

Codes. Carry out the instrument cluster self-test. • **Is DTC B1600 or B2431 still present?**	
F3 INSTALL A NEW PATS TRANSCEIVER	
• Key in OFF position. • Install a new PATS transceiver. Refer to Passive Anti-Theft System (PATS) Transceiver in this section. • **NOTE:** Use the customer's original PATS key, not the PATS key that was cut in the previous step. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Clear Continuous Codes. Carry out the instrument cluster self-test. • **Is DTC B1600 or B2431 retrieved?**	**Yes** INSTALL a new instrument cluster. REFER to Section 413-00 . TURN the key to ON using two PATS keys. Go To Pinpoint Test D to initialize the module. CLEAR the DTCs. REPEAT the self-test. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. **No** The system is OK.

Pinpoint Test G: The Anti-Theft System Does Not Operate Correctly PATS Received Incorrect Key-Code From Ignition Key Transponder (Unprogrammed PATS Key)

Normal Operation

During each key insertion and vehicle start sequence, the instrument cluster and the transceiver module reads the PATS key identification code.

Possible Causes

- PATS transceiver
- instrument cluster
- PATS key

PINPOINT TEST G: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY PATS RECEIVED INCORRECT KEY-CODE FROM IGNITION KEY TRANSPONDER (UNPROGRAMMED PATS KEY)

Test Step	Result / Action to Take
NOTE: Large metallic objects, electronic debit transponder devices or a second key on the same key ring as the PATS key may cause vehicle starting problems and record DTCs under certain conditions. If a fault cannot be identified, examine the customer's key for such objects or devices. If present, inform the customer that they need to keep these objects from touching the PATS key while starting the engine. These objects and devices cannot damage the PATS key, but can cause a momentary problem if they are too close to the key during engine start. If a problem occurs, turn key OFF and restart the engine with all other objects on the key ring held away from the PATS key. Check to ensure the PATS key used by the customer is an approved Ford PATS key (PATS keys from Rotunda, Ilco, Curtis, C.E. Marshall or Strattec are approved Ford PATS keys).	

G1 USE THE DTCS FROM THE INSTRUMENT CLUSTER SELF-TEST	
• Use the recorded instrument cluster continuous and on-demand self-test DTCs. • **Is DTC B1601 recorded?**	**Yes** GO to G2 . **No** The system is OK. CHECK all customer PATS keys with instrument cluster self-test to verify all other PATS keys are programmed.
G2 CHECK FOR PROGRAMMED PATS KEYS MONITOR THE INSTRUMENT CLUSTER PID NUMKEYS	
• Monitor the instrument cluster PID NUMKEYS. • **Does the instrument cluster PID NUMKEYS display 8?**	**Yes** ERASE and REPROGRAM the key codes. REFER to Key Programming Using Diagnostic Equipment in this section. CLEAR the DTCs. REPEAT the self-test. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. **No** GO to G3 .
G3 CHECK THE NUMBER OF PROGRAMMED PATS KEYS AVAILABLE	
• Verify there are at least two currently programmed PATS keys available with the vehicle. • **Are at least two currently programmed PATS keys available with the vehicle?**	**Yes** GO to G4 . **No** CUT new PATS key(s) so that at least two PATS keys are available. PROGRAM the PATS keys; REFER to Key Programming Using Diagnostic Equipment in this section. GO to G4 .
G4 VERIFY THE INSTRUMENT CLUSTER PID SPARE_KY INDICATES ENABLE	
• Monitor the instrument cluster PID SPARE_KY. • **Does the instrument cluster PID SPARE_KY indicate enable?**	**Yes** GO to G5 . **No** ENABLE the PID SPARE KEY to the enable setting. REFER to Key Programming Using Two Programmed Keys in this section. CLEAR the DTCs. REPEAT the self-test. Once completed, GO to G5 .

G5 CHECK THE PATS KEYS FOR CORRECT OPERATION	
• Key in OFF position. • Start the vehicle using the first PATS key. • Start the vehicle with the second PATS key. • Key in OFF position. • **Does the vehicle start correctly using both PATS keys?**	**Yes** The system is OK. If there are additional keys that need to be programmed, REFER to Key Programming Using Two Programmed Keys in this section. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. **No** GO to G6 .
G6 RETRIEVE THE INSTRUMENT CLUSTER DTCS CHECK FOR DTC B1601	
• Enter the following diagnostic mode on the diagnostic tool: Retrieve Instrument Cluster Continuous Codes. • Enter the following diagnostic mode on the diagnostic tool: Clear Continuous Codes. • Carry out the instrument cluster self-test using both PATS keys from Step G5. • **Is DTC B1601 retrieved?**	**Yes** INSTALL a new instrument cluster. REFER to Section 413-00 . PROGRAM the keys. REFER to Key Programming Using Diagnostic Equipment in this section. Go To Pinpoint Test D to initialize the vehicle. CLEAR the DTCs. REPEAT the self-test. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. **No** The system is OK. If other DTCs are retrieved, REFER to Instrument Cluster Diagnostic Trouble Code (DTC) Index.

Pinpoint Test H: The Anti-Theft System Does Not Operate Correctly PATS Received Invalid Format Of Key-Code From PATS Key Transponder (Partial Key Read)

Normal Operation

During each key insertion and vehicle start sequence, the instrument cluster and the transceiver module reads the PATS key identification code.

Possible Causes

- PATS key
- PATS transceiver

PINPOINT TEST H: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY PATS RECEIVED INVALID FORMAT OF KEY-CODE FROM PATS KEY TRANSPONDER (PARTIAL KEY READ)

Test Step	Result / Action to Take

NOTE: Large metallic objects, electronic debit transponder devices or a second key on the same key ring as the PATS key may cause vehicle starting problems and record DTCs under certain conditions. If a fault cannot be identified, examine the customer's key for such objects or devices. If present, inform the customer that they need to keep these objects from touching the PATS key while starting the engine. These objects and devices cannot damage the PATS key, but can cause a momentary problem if they are too close to the key during engine start. If a problem occurs, turn the key OFF and restart the engine with all other objects on the key ring held away from the PATS key. Check to ensure the PATS key used by the customer is an approved Ford PATS key (PATS keys from Rotunda, Ilco, Curtis, C.E. Marshall or Strattec are approved Ford PATS keys).	
H1 USE THE DTCS FROM THE INSTRUMENT CLUSTER SELF-TEST	
• Use the recorded instrument cluster continuous and on-demand self-test DTCs. • **Is DTC B1602 retrieved?**	**Yes** GO to H2 . **No** The system is OK. CHECK all customer PATS keys with instrument cluster self-test to verify all other PATS keys are programmed.
H2 OBTAIN A NEW PATS KEY	
• Key in OFF position. • Cut a new PATS key. • Key in ON position. • Program a new PATS key. Refer to Key Programming Using Diagnostic Equipment in this section. • Carry out the instrument cluster self-test. • **Is DTC B1602 retrieved?**	**Yes** GO to H3 . **No** The system is OK.
H3 INSTALL A NEW PATS TRANSCEIVER	
• Key in OFF position. • Install a new PATS transceiver. Refer to Passive Anti-Theft System (PATS) Transceiver in this section. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Clear Continuous Codes. Carry out the instrument cluster self-test. • **Are any DTCs retrieved?**	**Yes** REFER to Instrument Cluster Diagnostic Trouble Code (DTC) Index. **No** The system is OK.

Pinpoint Test I: The Anti-Theft System Does Not Operate Correctly PATS Transceiver Signal Is Not Received (Not Connected, Damaged, Or Wiring)

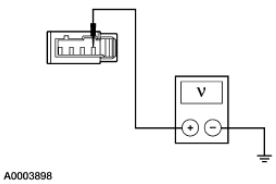
Normal Operation

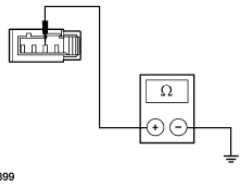
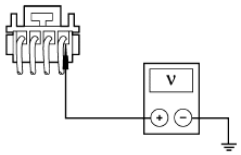
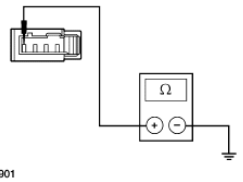
During each key insertion and vehicle start sequence, the instrument cluster and the transceiver module reads the PATS key identification code.

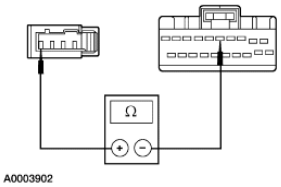
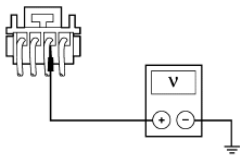
Possible Causes

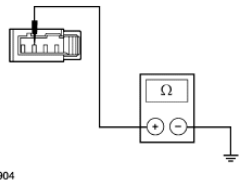
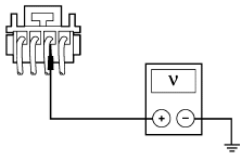
- PATS transceiver
- instrument cluster
- PATS key
- circuit 29S-GL36 (OG/BU) open or short to ground
- circuit 31-GL36 (BK) open or short to power
- circuit 10-GL36 (GY/RD) open or short to ground
- circuit 8-GL36 (WH/RD) open or short to ground

PINPOINT TEST I: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY PATS TRANSCEIVER SIGNAL IS NOT RECEIVED (NOT CONNECTED, DAMAGED, OR WIRING)

Test Step	Result / Action to Take
I1 USE THE DTCS FROM THE INSTRUMENT CLUSTER SELF-TEST	
• Use the recorded instrument cluster continuous and on-demand self-test DTCs. • **Is DTC B1681 retrieved?**	**Yes** GO to I2 . **No** The system is OK.
I2 INSPECT THE PATS TRANSCEIVER FOR CORRECT INSTALLATION	
• Key in OFF position. • Verify the PATS transceiver is correctly installed. Refer to Passive Anti-Theft System (PATS) Transceiver in this section. • **Was the transceiver correctly installed?**	**Yes** GO to I3 . **No** Correct the installation. CLEAR the DTCs. REPEAT the self-test.
I3 CHECK THE PATS TRANSCEIVER FOR VOLTAGE CIRCUIT 29S-GL36 (OG/BU)	
• Key in OFF position. • Disconnect: PATS Transceiver C252. • Key in ON position. • Measure the voltage between PATS transceiver C252-1, circuit 29S-GL36 (OG/BU), harness side and ground.  A0003898 • **Is the voltage greater than 9 volts?**	**Yes** GO to I4 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
I4 CHECK THE PATS TRANSCEIVER GROUND CIRCUIT 31-GL36 (BK)	

• Key in OFF position. • Measure the resistance between PATS transceiver C252-2, circuit 31-GL36 (BK), harness side and ground.  A0003899 • **Is the resistance less than 5 ohms?**	**Yes** GO to I5 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
I5 CHECK THE PATS TRANSCEIVER RECEIVE CIRCUIT FOR VOLTAGE CIRCUIT 10-GL36 (GY/RD)	
• Connect: PATS Transceiver C252. • Key in ON position. • Measure the voltage by back-probing between PATS transceiver C252-4, circuit 10-GL36 (GY/RD), harness side and ground.  A0003900 • **Is the voltage greater than 9 volts?**	**Yes** GO to I7 . **No** GO to I6 .
I6 CHECK THE PATS TRANSCEIVER RECEIVE CIRCUIT FOR SHORT TO GROUND CIRCUIT 10-GL36 (GY/RD)	
• Key in OFF position. • Disconnect: PATS Transceiver C252. • Measure the resistance between PATS transceiver C252-4, circuit 10-GL36 (GY/RD), harness side and ground.  A0003901 • **Is the resistance greater than 100 ohms?**	**Yes** GO to I7 . **No** CHECK circuit 10-GL36 (GY/RD) for short to ground with instrument cluster disconnected. If the circuit is OK, INSTALL a new instrument cluster. REFER to Section 413-00 . PROGRAM the keys. REFER to Key Programming Using Diagnostic Equipment in this section. Go To Pinpoint Test D to initialize the module. CLEAR the DTCs. TEST the system for normal operation. If the circuit is not OK, REPAIR circuit 10-GL36 (GY/RD). CLEAR the DTCs. REPEAT the self-test. If the vehicle is

	equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section.
I7 CHECK CIRCUIT 10-GL36 (GY/RD) FOR OPEN	
• Key in OFF position. • Disconnect: PATS Transceiver C252. • Disconnect: Instrument Cluster C220b. • Measure the resistance between PATS transceiver C252-4, circuit 10-GL36 (GY/RD), harness side and instrument cluster C220b-5, circuit 10-GL36 (GY/RD), harness side.  A0003902 • **Is the resistance less than 5 ohms?**	**Yes** GO to I8 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
I8 CHECK THE PATS TRANSCEIVER TRANSMIT CIRCUIT FOR VOLTAGE CIRCUIT 8-GL36 (WH/RD)	
• Key in OFF position. • Connect: PATS Transceiver C252. • Connect: Instrument Cluster C220b. • Key in ON position. • Measure the voltage by back-probing between PATS transceiver C252-3, circuit 8-GL36 (WH/RD), harness side and ground.  A0003903 • **Is the voltage greater than 9 volts?**	**Yes** GO to I10 . **No** GO to I9 .
I9 CHECK THE PATS TRANSCEIVER TRANSMIT CIRCUIT FOR OPEN CIRCUIT 8-GL36 (WH/RD)	
• Key in OFF position. • Disconnect: PATS Transceiver C252. • Measure the resistance between PATS transceiver C252-3, circuit 8-GL36 (WH/RD), harness side and ground.	**Yes** GO to I10 . **No** CHECK circuit 8-GL36 (WH/RD) for short to ground with instrument cluster disconnected. If the circuit is OK, INSTALL a new

 A0003904 • **Is the resistance greater than 100 ohms?**	instrument cluster. REFER to Section 413-00 . PROGRAM the keys. REFER to Key Programming Using Diagnostic Equipment in this section. Go To Pinpoint Test D to initialize the module. TEST the system for normal operation. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. If the circuit is not OK, REPAIR circuit 8-GL36 (WH/RD). CLEAR the DTCs. REPEAT the self-test.
I10 CHECK THE PATS TRANSMIT CIRCUIT FOR CORRECT OPERATION CIRCUIT 8-GL36 (WH/RD)	
• Connect: PATS Transceiver C252. • Trigger the instrument cluster active command RF_ SIGNAL to ON while measuring the voltage by back probing between PATS transceiver C252-3, circuit 8-GL36 (WH/RD), harness side and ground.  A0003903 • **Does the voltage drop from greater than 9 volts to less than 1 volt when the instrument cluster active command RF_ SIGNAL is triggered ON?**	**Yes** GO to I11 . **No** CHECK circuit 8-GL36 (WH/RD) for an open between instrument cluster C220b-4 and PATS transceiver C252-3. If the circuit is OK, INSTALL a new instrument cluster. REFER to Section 413-00 . PROGRAM the keys. REFER to Key Programming Using Diagnostic Equipment in this section. Go To Pinpoint Test D to initialize the module. TEST the system for normal operation. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. If the circuit is not OK, REPAIR circuit 8-GL36 (WH/RD). CLEAR the DTCs. REPEAT the self-test.
I11 CHECK THE PATS SYSTEM WITH A NEW PATS TRANSCEIVER INSTALLED	
• Key in OFF position. • Install a new PATS transceiver. Refer to Passive Anti-Theft System (PATS) Transceiver in this section. • Key in ON position. • Carry out the instrument cluster self-test. • **Is DTC B1681 retrieved?**	**Yes** GO to I12 . **No** The system is OK.

I12 CHECK THE PATS SYSTEM WITH A NEW INSTRUMENT CLUSTER	
• Key in OFF position. • Install a new instrument cluster. Refer to Section 413-00 . Cycle the key to ON using two PATS keys. Program the keys. Refer to Key Programming Using Diagnostic Equipment in this section. Go To Pinpoint Test D to initialize the module. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section. • Key in ON position. • Enter the following diagnostic mode on the diagnostic tool: Clear Continuous Codes. • Carry out the instrument cluster self-test. • **Is DTC B1681 retrieved?**	**Yes** REPAIR circuits 8-GL36 (WH/RD), 10-GL36 (GY/RD), 29S-GL36 (OG/BU), and 31-GL36 (BK). CLEAR the DTCs. REPEAT the self-test. **No** If no DTCs are retrieved, the system is OK.

Pinpoint Test J: The Anti-Theft System Does Not Operate Correctly Antenna Not Connected Or Defective Transceiver

Normal Operation

During each key insertion and vehicle start sequence, the instrument cluster and the transceiver module reads the PATS key identification code.

Possible Causes

- PATS transceiver

PINPOINT TEST J: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY ANTENNA NOT CONNECTED OR DEFECTIVE TRANSCEIVER

Test Step	Result / Action to Take
J1 INSPECT THE PATS TRANSCEIVER FOR CORRECT INSTALLATION	
• Key in OFF position. • Verify the PATS transceiver is correctly installed. REFER to Passive Anti-Theft System (PATS) Transceiver in this section. • Carry out the instrument cluster self-test. • **Is DTC B2103 retrieved?**	**Yes** INSTALL a new PATS transceiver module. REFER to Passive Anti-Theft System (PATS) Transceiver in this section. CLEAR the DTCs. REPEAT the self-test. **No** The system is OK.

Pinpoint Test K: The Vehicle Does Not Start Theft Indicator Does Not Prove Out And Flashes Rapidly

Normal Operation

During each key insertion and vehicle start sequence, the instrument cluster and the transceiver module reads the PATS key identification code.

Possible Causes

- PATS transceiver
- instrument cluster
- PATS key

PINPOINT TEST K: THE VEHICLE DOES NOT START THEFT INDICATOR DOES NOT PROVE OUT AND FLASHES RAPIDLY

Test Step	Result / Action to Take
K1 RECORD THE DTCS FROM THE INSTRUMENT CLUSTER SELF-TEST	
• Key in ON position. • Carry out the instrument cluster self-test. • Use the recorded instrument cluster self-test. • **Is instrument cluster DTC B1213, B1600, B1601, 1602, B1681, B2103, B2139, B2141, B2431 or U1147 retrieved?**	**Yes** REPAIR the instrument cluster DTC. REFER to the Instrument Cluster Diagnostic Trouble Code (DTC) Index. CLEAR the DTCs. REPEAT the self-test. **No** GO to K2 .
K2 CHECK FOR THEFT INDICATOR FLASHING FAULT CODE SEQUENCE 16	
• **NOTE:** The sequence 1-6 will repeat itself. • Check for flashing fault code 16 on the theft indicator. • **When turning key to RUN, does the theft indicator flash rapidly for one minute, pause briefly, flash one time, pause briefly and then flash 6 times?**	**Yes** GO to K3 . **No** CHECK for other no-start fault.
K3 CARRY OUT PCM DIAGNOSTICS	
• Carry out diagnostics on the PCM module. REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual.	**Yes** REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new instrument cluster. REFER to Section 413-00 . PROGRAM the keys. REFER to Key Programming Using

• **Does a PCM module concern exist?**	Diagnostic Equipment in this section. Go To Pinpoint Test D to initialize the module. TEST the system for normal operation. If the vehicle is equipped with the valet feature, program the third key (if available) or instruct the customer on how to carry out this service. REFER to Key Programming Using Two Programmed Keys in this section.

Anti-Theft Perimeter Printable View (228 KB)

Refer to Wiring Diagrams Cell 112 , Anti-Theft for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical and electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Hood switch • Driver door arm/disarm switch(es) • Luggage compartment lid disarm switch • Ignition switch • Vehicle horn • Door ajar switches • Luggage compartment switch	• Central junction box (CJB) fuses: ♦ 5 (5A) ♦ 7 (5A) • Battery junction box (BJB) fuses: ♦ 22 (20A) ♦ 25 (40A) • FEM • REM • DDM • Connectors • Circuitry

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:
    - check that the program card is correctly installed.
    - check the connections to the vehicle.
    - check the key switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the diagnostic tool data link test. If the diagnostic tool responds with:
    - SCP+, SCP- or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
    - No response/not equipped for front electronic module (FEM), refer to Section 418-00 .
    - No response/not equipped for rear electronic module (REM), refer to Section 418-00 .
    - No response/not equipped for driver door module (DDM), refer to Section 418-00 .
    - System passed, select FEM, REM and DDM from the main menu, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the FEM, REM and DDM.

7. If the DTCs retrieved are related to the concern, go to the FEM Diagnostic Trouble Code (DTC) Index, REM Diagnostic Trouble Code (DTC) Index, or DDM Diagnostic Trouble Code (DTC) Index to continue diagnostics.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Diagnostic Trouble Code (DTC) Index

FEM Diagnostic Trouble Code (DTC) Index
NOTE: For all other DTCs, Refer to Section 418-00 .

DTCDescriptionSourceActionB1342ECU is DefectiveFEMCLEAR the DTC. RETRIEVE the DTCs. If DTC B1342 is retrieved, INSTALL a new FEM. REFER to Section 418-00 . REPEAT the self-test.B1519Hood Switch Circuit FailureFEMGo To Pinpoint Test L .

REM Diagnostic Trouble Code (DTC) Index
NOTE: For all other DTCs, Refer to Section 418-00 .

DTCDescriptionSourceActionB1342ECU is DefectiveREMCLEAR the DTC. RETRIEVE the DTCs. If DTC B1342 is retrieved again, INSTALL a new REM. REFER to Section 418-00 . REPEAT the self-test.B1984Luggage Compartment Lid Anti-theft Disarm Circuit Short to GroundREMGo To Pinpoint Test S .

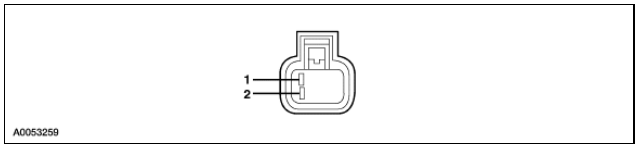
DDM Diagnostic Trouble Code (DTC) Index
NOTE: For all other DTCs, Refer to Section 418-00 .

DTCDescriptionSourceActionB1342ECU is DefectiveDDMCLEAR the DTC. RETRIEVE the DTCs. If DTC B1342 is retrieved again, INSTALL a new DDM. REFER to Section 418-00 . REPEAT the self-test.

Symptom Chart

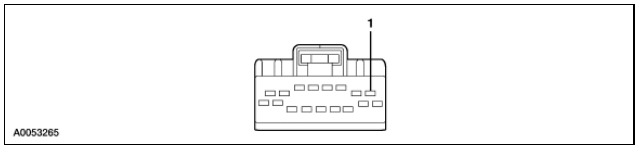
Symptom Chart
Connector Circuit Reference

Hood Ajar Switch C127



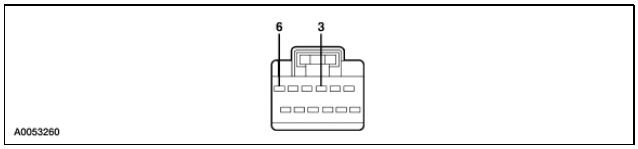
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	8-GL7 (WH) FEM to hood ajar switch circuit	Less than 5 ohms between FEM and hood ajar switch, Greater than 10,000 ohms to ground with the FEM and the hood ajar switch disconnected.
2	31-GL7 (BK/YE) ground circuit for hood ajar switch	0 volts, less than 5 ohms to ground with the hood ajar switch disconnected.

FEM C201a



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-DK21 (OG/WH) power feed for the FEM	12 volts to FEM with key ON, greater than 10, 000 ohms to ground with the FEM disconnected.

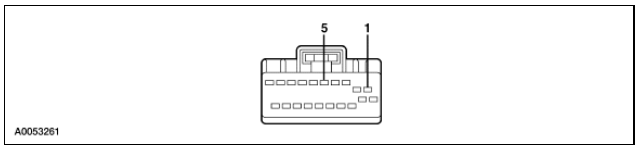
FEM C201c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
3	8-GL7 (WH) signal circuit from the hood ajar switch	0 ohms between the FEM and the hood ajar switch, greater than 10,000 ohms to ground with the FEM and the hood ajar switch disconnected.
6		

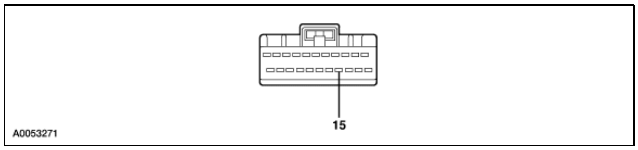
	29-DK20 (OG/GN) power feed to the FEM	12 volts to FEM with key ON, greater than 10, 000 ohms to ground with the FEM disconnected.

FEM C201f



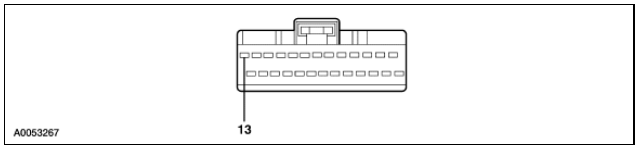
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29S-DK22 (OG/YE) power feed to the FEM	12 volts with key in the ON position, greater than 10,000 ohms to ground with the FEM disconnected.
5	91S-GL13 (BK/YE) ground circuit for the FEM	0 volts, less than 5 ohms to ground with the FEM disconnected.

REM C420b



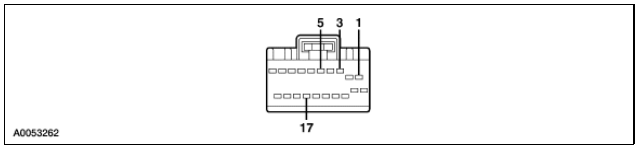
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
15	8-GL27 (WH/BU) signal feed from the luggage compartment switch to the DDM	Less than 5 ohms between the luggage compartment switch and the REM, greater than 10,000 ohms to ground with the REM and the luggage compartment switch disconnected.

REM C420c



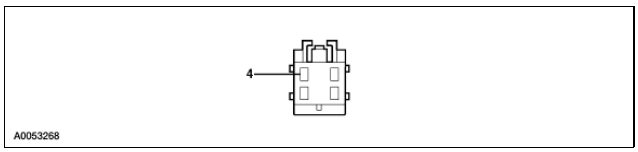
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
13	29S-DK31 (OG/BK) power feed to the REM	12 volts with key in the ON position, greater than 10,000 ohms to ground with the REM disconnected.

REM C420d



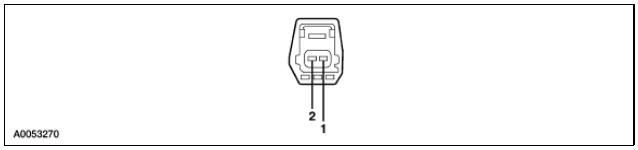
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	15S-DK32 (GN/RD) power feed to the REM	12 volts with key in the ON position, greater than 10,000 ohms to ground with the REM disconnected.
3	29-DK31 (OG/BK) power feed to the REM	12 volts with key in the ON position, greater than 10,000 ohms to ground with the REM disconnected.
5	91S-GL13 (BN) REM security output to the FEM	Less than 5 ohms resistance between REM and FEM with the REM and the FEM disconnected.
17	31S-GL19 (BK/GN) right rear door ajar status circuit	Less than 5 ohms between right rear door latch and REM, greater than 10,000 ohms to ground with the REM and the right rear door latch disconnected.

REM C420f, C420g



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
4 (C420f)	30-DK30A (BK) power feed to the REM	12 volts with key in the ON position, greater than 10,000 ohms to ground with the REM disconnected.
4 (C420g)	30-DK30 (RD) power feed to the REM	12 volts with key in the ON position, greater than 10,000 ohms to ground with the REM disconnected.

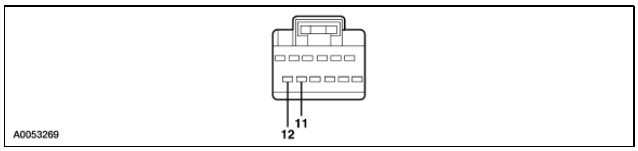
Luggage Compartment Lid Disarm Switch C483



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	31-GL27 (BK/OG) ground circuit for the luggage compartment switch	0 voltage, less than 5 ohms to ground with luggage compartment lid disarm switch disconnected.
2	8-GL27 (WH/BU) signal feed from the luggage compartment switch to the REM	Less than 5 ohms between the luggage compartment lid switch and the REM, greater than 10,000 ohms to ground with the REM and the luggage compartment switch

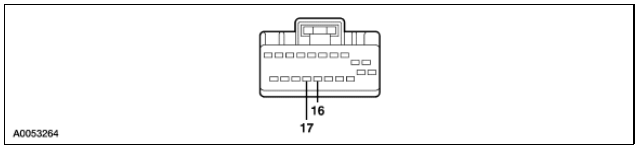
		disconnected.

DDM C501a



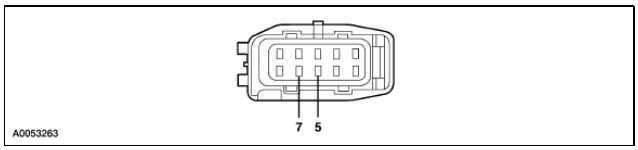
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
11	29-AJ80 (OG) power feed for the DDM	12 volts with key in the ON position, greater than 10,000 ohms to ground with the DDM disconnected.
12	29S-AJ86 (OG/BU) power feed for the DDM	12 volts with key in the ON position, greater than 10,000 ohms to ground with the DDM disconnected.

DDM C501c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
16	31S-AA78 (BK/BU) driver set circuit	Less than 5 ohms between the driver door latch and the DDM, greater than 10,000 ohms to ground with the DDM and the driver door latch disconnected.
17	31S-AA79 (BK/WH) driver reset switch circuit	Less than 5 ohms between the driver door latch and the DDM, greater than 10,000 ohms to ground with the DDM and the driver door latch disconnected.

Drivers Door Lock Actuator C525



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
5	31S-AA79 (BK/WH) driver reset switch circuit	Less than 5 ohms between the driver door latch and the DDM, greater than 10,000 ohms to ground with the DDM and the driver door latch disconnected.
7	31S-AA78 (BK/BU) driver set switch circuit	Less than 5 ohms between the driver door latch and the DDM, greater than 10,000 ohms to ground with the DDM and the driver door latch disconnected.

Pinpoint Test L: The Anti-Theft System Does Not Operate Correctly Lights Flash Five Times When Arming The System

Normal Operation

The ajar switches are monitored by the REM and FEM. When an arm request is received by the FEM the switch positions are queried, and if any door, hood, or luggage compartment lid is ajar, then lights flash five times.

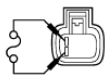
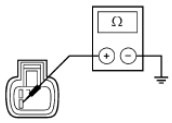
If the doors are locked with the keyless remote and the lock button is pressed and second time, the horn will chirp twice to indicate that a door, decklid or hood is ajar.

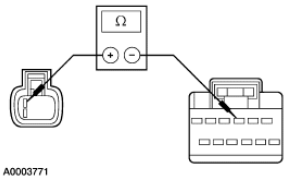
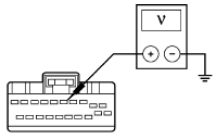
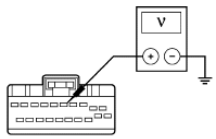
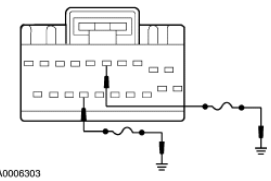
Possible Causes

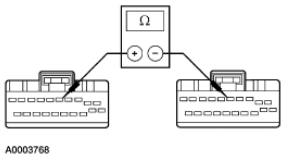
- Ignition Switch
- CJB fuse 5 (5A)
- luggage compartment lid ajar switch
- hood ajar switch
- door ajar switch
- FEM
- REM
- circuit 8-GL7 (WH) open or short to ground
- circuit 31-GL7 (BK/YE) open or short to power

PINPOINT TEST L: THE ANTI-THEFT SYSTEM DOES NOT OPERATE CORRECTLY LIGHTS FLASH FIVE TIMES WHEN ARMING THE SYSTEM

Test Step	Result / Action to Take
L1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST FEM	
• Use the recorded FEM DTCs from the continuous and on-demand self-test. • **Are any FEM DTCs recorded?**	**Yes** If DTC B1519, GO to L5 . For all other FEM DTCs, REFER to the FEM Diagnostic Trouble Code (DTC) Index. **No** GO to L2 .
L2 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST REM	
• Use the recorded REM DTCs from the continuous and on-demand self-test. • **Are any REM DTCs recorded?**	**Yes** REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to L3 .

L3 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST DDM	
• Use the recorded DDM DTCs from the continuous and on-demand self-test. • **Are any DDM DTCs recorded?**	**Yes** REFER to the DDM Diagnostic Trouble Code (DTC) Index. **No** GO to L4 .
L4 CHECK THE INTERIOR COURTESY LAMP OPERATION	
• Open and close each door, while observing the interior courtesy lamps. • Open and close the luggage compartment lid, while observing the luggage compartment lamp. • **Do the courtesy lamps operate correctly?**	**Yes** GO to L5 . **No** REFER to Section 417-02 .
L5 CHECK FOR A FAULTY HOOD AJAR SWITCH	
• Key in ON position. • Disconnect: Hood Ajar Switch C127. • Monitor the FEM PID HOOD_SW, while connecting a fused jumper wire between hood ajar switch C127-1, circuit 8-GL7 (WH), harness side and hood ajar switch C127-2, circuit 31-GL7 (BK/YE), harness side.  A0003769 • **Does the FEM PID HOOD_SW change from ajar to closed?**	**Yes** INSTALL a new hood ajar switch. CLEAR the DTCs. REPEAT the self-test. **No** GO to L6 .
L6 CHECK CIRCUIT 31S-GL7 (BK/YE) FOR AN OPEN	
• Disconnect: Hood Ajar Switch C127. • Measure the resistance between hood ajar switch C127-2, circuit 31-GL7 (BK/YE), harness side and ground.  A0003770 • **Is the resistance less than 5 ohms?**	**Yes** GO to L7 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
L7 CHECK CIRCUIT 8-GL7 (WH) FOR AN OPEN	
• Disconnect: FEM C201c. • Measure the resistance between hood ajar switch C127-1, circuit 8-GL7 (WH), harness side and FEM C201c-3, circuit 8-GL7 (WH) harness side.	**Yes** GO to L8 . **No** REPAIR the circuit. CLEAR the DTCs.

 A0003771 • **Is the resistance less than 5 ohms?**	REPEAT the self-test.
L8 CHECK CIRCUIT 91S-GL13 (BK/YE) FOR SHORT TO BATTERY	
• Disconnect: FEM C201f. • Measure the voltage between FEM C201f-5, circuit 91S-GL13 (BK/YE), harness side and ground.  A0003766 • **Is the voltage greater than 10 volts?**	**Yes** GO to L9 . **No** GO to L10 .
L9 CHECK REM FOR AN INTERNAL SHORT TO BATTERY	
• Key in OFF position. • Disconnect: REM C420d. • Key in ON position. • Measure the voltage between FEM C201f-5, circuit 91S-GL13 (BK/YE), harness side and ground.  A0003766 • **Is the voltage greater than 10 volts?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.
L10 CHECK REM OPERATION	
• Key in OFF position. • Disconnect: FEM C201f. • Disconnect: REM C420d. • Using a fused jumper wire, jumper REM C420d-5, circuit 91S-GL13 (BN) to ground. Using a second fused jumper wire, jumper REM C420d-17, circuit 31S-GL19 (BK/GN) to ground.  A0006303 • Close all doors, hood and luggage compartment lid.	**Yes** Remove jumper wires. GO to L11 . **No** INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation.

• Arm the anti-theft system. • **Do the lights flash five times when the system is armed?**	
L11 CHECK CIRCUIT 91S-GL13 (BK/YE) FOR AN OPEN	
• Disconnect: FEM C201f. • Measure the resistance between FEM C201f-5, circuit 91S-GL13 (BK/YE), harness side and REM C420d-5, circuit 91S-GL13 (BK/YE), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new FEM. REFER to Section 418-00 . CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test M: The Alarm System Does Not Arm/Disarm Using The Driver Set Switch

Normal Operation

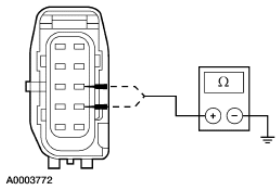
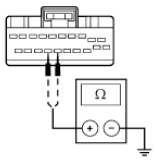
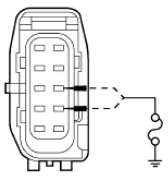
The driver arm/disarm switch grounds either circuit 31S-AA78 or 31S-AA79 to the DDM. The DDM then communicates over the SCP network to the FEM to arm/disarm the alarm system.

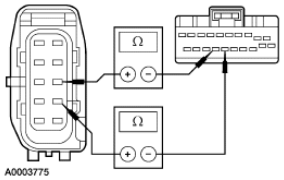
Possible Causes

- switch
- DDM
- circuit 31S-AA79 (BK/WH) short to ground
- circuit 31S-AA78 (BK/BU) short to ground

PINPOINT TEST M: THE ALARM SYSTEM DOES NOT ARM/DISARM USING THE DRIVER SET SWITCH

Test Step	Result / Action to Take
M1 RETRIEVE THE RECORDED DTC CODES DDM	
• Use the recorded DDM DTCs from the continuous and on-demand self-test. • **Are any DDM DTCs recorded?**	**Yes** If DTC B2112 or B2116, GO to M3 . **No** GO to M2 .
M2 CHECK THAT THE DRIVER DOOR LOCK AND UNLOCK PIDS READ CORRECTLY	
• Monitor the DDM PIDs D_DSRM and DRLKCYL while turning the key in the driver door lock cylinder to the LOCK and UNLOCK positions. • **Do the DDM PID values agree with the LOCK positions?**	**Yes** INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation. **No** GO to M5 .

M3 CHECK CIRCUIT 31S-AA78 (BK/BU) AND 31S-AA79 (BK/WH) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: Driver Door Lock Actuator C525. • Measure the resistance between driver door lock actuator C525-5, circuit 31S-AA79 (BK/WH) harness side and ground; and between driver door lock actuator C525-7, circuit 31S-AA78 (BK/BU) harness side and ground.  A0003772 • **Are the resistances greater than 10,000 ohms?**	**Yes** INSTALL a new driver door lock actuator/ajar switch. REFER to Section 501-14 . CLEAR the DTCs. REPEAT the self-test. **No** GO to M4 .
M4 CHECK THE DDM FOR INTERNAL SHORT TO GROUND	
• Disconnect: DDM C501c. • Measure the resistance between DDM C501c-16, circuit 31S-AA78 (BK/BU), harness side and ground; and between DDM C501c-17, circuit 31S-AA79 (BK/WH), harness side and ground.  A0003773 • **Are the resistances greater than 10,000 ohms?**	**Yes** INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.
M5 CHECK THE DRIVER SET AND DRIVER RESET SWITCH	
• Monitor the DDM PIDs D_DSRM and DRLKCYL while connecting a jumper wire between the driver door ajar switch C525-5, circuit 31S-AA79 (BK/WH) harness side and ground; and between driver door ajar switch C525-7, circuit 31S-AA78 (BK/BU) harness side and ground.  A0003774 • **Do the DDM PID values agree with the LOCK positions?**	**Yes** INSTALL a new driver door lock actuator/ajar switch. REFER to Section 501-14 . CLEAR the DTCs. REPEAT the self-test. **No** GO to M6 .
M6 CHECK CIRCUITS 31S-AA78 (BK/BU) AND 31S-AA79 (BK/WH)	

• Measure the resistance between DDM C501c-16, circuit 31S-AA78 (BK/BU), harness side and driver door ajar switch C525-7, circuit 31S-AA78 (BK/BU), harness side: and DDM C501c-17, circuit 31S-AA79 (BK/WH), harness side and driver door ajar switch C525-5, circuit 31S-AA79 (BK/WH), harness side.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation. **No** REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test N: The Alarm System Does Not Arm/Disarm Using The Remote Transmitter

Normal Operation

The remote transmitter triggers the DDM to arm/disarm the alarm system.

Possible Causes

- transmitter
- DDM

PINPOINT TEST N: THE ALARM SYSTEM DOES NOT ARM/DISARM USING THE REMOTE TRANSMITTER

Test Step	Result / Action to Take
N1 CHECK THE ALARM SYSTEM USING THE DRIVER SET SWITCH	
• ARM and DISARM the alarm system using the driver set switch. • **Does the alarm system set and reset correctly?**	**Yes** GO to N2 . **No** Go To Pinpoint Test M .
N2 DETERMINE IF DDM IS RECEIVING CORRECT UNLOCK COMMANDS FROM THE KEY FOB	
• Remove the key from the ignition. • Monitor the DDM function test tic data, while pressing the lock and unlock buttons on the remote transmitter. • **Does last data received match the button pressed of the remote transmitter?**	**Yes** INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation. **No** GO to N3 .
N3 INSTALL A NEW BATTERY IN THE REMOTE TRANSMITTER AND RETEST	
• Install a new battery in the remote transmitter. • Monitor the DDM function test tic data, while pressing the lock and unlock buttons on the	**Yes** Fault found as low battery. TEST the system for normal operation.

remote transmitter. • **Does last data received match the button pressed of the remote transmitter?**	**No** GO to N4 .
N4 REPROGRAM REMOTE TRANSMITTER TO DDM	
NOTE: When carrying out the following procedure, it must be noted that all previous programmed remote transmitters will be erased. The customer needs to be informed that any remote transmitters not present during the programming mode will not operate the vehicle. All remote transmitters must be programmed at the same time. Reprogram the remote transmitter to the DDM. Refer to Section 501-14 . • Monitor the DDM function test tic data while pressing the lock and unlock buttons on the remote transmitter. • **Does last data received match the button pressed of the remote transmitter?**	**Yes** The system is OK. CLEAR the DTCs. REPEAT the self-test. **No** PROGRAM a new remote transmitter to the vehicle. REFER to Section 501-14 . CLEAR the DTCs. REPEAT the self-test. If the problem still remains, INSTALL a new DDM and program the remote transmitter to the vehicle. REFER to Section 418-00 . TEST the system for normal operation.

Pinpoint Test O: Battery Voltage Out Of Range FEM

Normal Operation

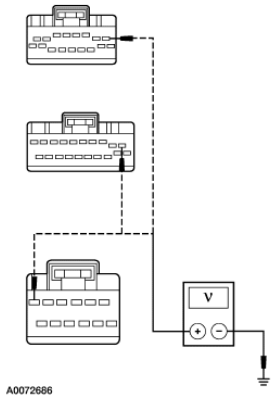
The FEM arms/disarms the alarm system. The FEM receives voltage over circuits 29-DK22 (OG/YE) and 29-DK20 (OG/GN), 29S-DK21 (OG/WH).

Possible Causes

- FEM
- circuit 29-DK22 (OG/YE) open or short to ground
- circuit 29-DK20 (OG/GN) open or short to ground
- circuit 29S-DK21 (OG/WH) open or short to ground

PINPOINT TEST O: BATTERY VOLTAGE OUT OF RANGE FEM

Test Step	Result / Action to Take
O1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST FEM	
• Use the recorded FEM DTCs from the continuous and on-demand self-test. • **Are any FEM DTCs recorded?**	**Yes** If DTC B1676, GO to O2 . **No** GO to O3 .
O2 CHECK PID FOR BATTERY VOLTAGE	
NOTE: Turn the key from OFF to ON to enable the switched system power feature.	**Yes** RUN self-test. If DTC B1676 is still present, INSTALL a new FEM. REFER to Section

• Key in ON position. • Monitor the FEM PID VBAT. • **Is the voltage between 9 and 16 volts?**	418-00 . TEST the system for normal operation. **No** GO to O3 .
O3 CHECK VOLTAGE SUPPLY TO THE MODULE	
• Key in OFF position. • Disconnect: FEM C201f. • Disconnect: FEM C201c. • Disconnect: FEM C201a. • Key in ON position. • Using the following table, measure the voltage between FEM connectors, harness side and ground: **FEM Connector-Pin** / **Circuit** C201f-1 / 29-DK22 (OG/YE) C201c-6 / 29-DK20 (OG/GN) C201a-1 / 29S-DK21 (OG/WH)  A0072686 • **Are the voltages between 9 and 16 volts?**	**Yes** INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation. **No** REFER to Section 414-00 for further battery system diagnosis.

Pinpoint Test P: Battery Voltage Out Of Range REM

Normal Operation

The REM monitors the rear door ajar and luggage compartment lid ajar switch and transmits the ajar status to the FEM through the SCP network. The REM receives voltage over circuits 15S-DK32 (GN/RD), 29-DK31 (OG/BK), 29S-DK31 (OG/BK), 30-DK30A (BK) and 30-DK30 (RD).

Possible Causes

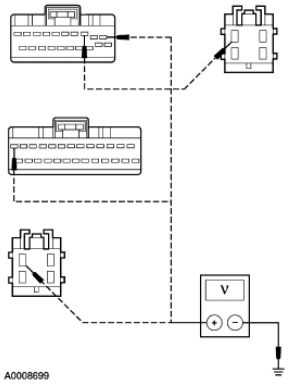
- REM
- circuit 15S-DK32 (GN/RD) open or short to ground
- circuit 29-DK31 (OG/BK) open or short to ground
- circuit 29S-DK31 (OG/BK) open or short to ground
- circuit 30-DK30A (BK) open or short to ground

- circuit 30-DK30 (RD) open or short to ground

PINPOINT TEST P: BATTERY VOLTAGE OUT OF RANGE REM

Test Step	Result / Action to Take
P1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST REM	
• Use the recorded REM DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** If DTC B1676, GO to P2 . **No** GO to P3 .
P2 CHECK PID FOR BATTERY VOLTAGE	
NOTE: Turn the key from OFF to ON to enable the switched system power feature. • Key in ON position. • Monitor the REM PID VBAT. • **Is the voltage between 9 and 16 volts?**	**Yes** RUN self-test. If DTC B1676 is still present, INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation. **No** GO to P3 .
P3 CHECK VOLTAGE SUPPLY TO THE MODULE	
• Key in OFF position. • Disconnect: REM C420d. • Disconnect: REM C420c. • Disconnect: REM C420f. • Disconnect: REM C420g. • Key in ON position. • Using the following table, measure the voltage between REM connectors, harness side and ground:	**Yes** INSTALL a new REM. REFER to Section 418-00 . TEST the system for normal operation. **No** REFER to Section 414-00 for further battery system diagnosis.

REM Connector-Pin	Circuit
C420d-1	15S-DK32 (GN/RD)
C420d-3	29-DK31 (OG/BK)
C420c-13	29S-DK31 (OG/BK)
C420f-4	30-DK30A (BK)
C420g-4	30-DK30 (RD)

 • **Are the voltages between 9 and 16 volts?**	

Pinpoint Test Q: Battery Voltage Out Of Range DDM

Normal Operation

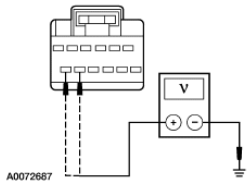
The DDM transmits an arm/disarm signal through the SCP network to the FEM. The DDM receives voltage on circuits 29-AJ80 (OG) and 29S-AJ86 (OG/BU)

Possible Causes

- DDM
- circuit 29-AJ80 (OG) open or short to ground
- circuit 29S-AJ86 (OG/BU) open or short to ground

PINPOINT TEST Q: BATTERY VOLTAGE OUT OF RANGE DDM

Test Step	Result / Action to Take
Q1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST DDM	
• Use the recorded DDM DTCs from the continuous and on-demand self-test. • **Are any DTCs recorded?**	**Yes** If DTC B1676, GO to Q2 . **No** GO to Q3 .
Q2 CHECK PID FOR BATTERY VOLTAGE	
NOTE: Turn the key from OFF to ON to enable the switched system power feature. • Key in ON position. • Monitor the DDM PID VBAT. • **Is the voltage between 9 and 16 volts?**	**Yes** RUN self-test. If DTC B1676 is still present, INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation. **No** GO to Q3 .
Q3 CHECK VOLTAGE SUPPLY TO THE MODULE	

• Key in OFF position. • Disconnect: DDM C501a. • Disconnect: DDM C501b. • Key in ON position. • Using the following table, measure the voltage between DDM connectors, harness side and ground: **DDM Connector-Pin** / **Circuit** C501a-11 / 29-AJ80 (OG) C501a-12 / 29S-AJ86 (OG/BU)  • **Are the voltages between 9 and 16 volts?**	**Yes** INSTALL a new DDM. REFER to Section 418-00 . TEST the system for normal operation. **No** REFER to Section 414-00 for further battery system diagnosis.

Pinpoint Test R: The Alarm System Does Not Operate Correctly Alarm Does Not Activate With Hood Ajar/Open

Normal Operation

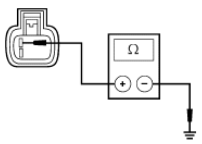
The FEM monitors the hood ajar switch to indicate an open hood. The alarm will not activate if the switch is closed and the circuit is grounded.

Possible Causes

- hood ajar switch
- FEM
- circuit 8-GL7 (WH) short to ground

PINPOINT TEST R: THE ALARM SYSTEM DOES NOT OPERATE CORRECTLY ALARM DOES NOT ACTIVATE WITH HOOD AJAR/OPEN

Test Step	Result / Action to Take
R1 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST FEM	
• Use the recorded FEM DTCs from the continuous and on-demand self-test. • **Are any FEM DTCs recorded?**	**Yes** If DTC B1519, Go To Pinpoint Test L . For all other FEM DTCs, REFER to the FEM Diagnostic Trouble Code (DTC) Index. **No**

	GO to R2 .
R2 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST REM	
• Use the recorded REM DTCs from the continuous and on-demand self-test. • **Are any REM DTCs recorded?**	**Yes** REFER to the REM Diagnostic Trouble Code (DTC) Index. **No** GO to R3 .
R3 RETRIEVE THE RECORDED DTCS FROM BOTH CONTINUOUS AND ON-DEMAND SELF-TEST DDM	
• Use the recorded DDM DTCs from the continuous and on-demand self-test. • **Are any DDM DTCs recorded?**	**Yes** REFER to the DDM Diagnostic Trouble Code (DTC) Index. **No** GO to R4 .
R4 CHECK HOOD AJAR SWITCH OPERATION	
• Key in ON position. • Close the hood. • Monitor the FEM PID HOOD_SW while opening the hood. • **Does the FEM PID HOOD_SW change from closed to ajar?**	**Yes** CHECK for sticking hood ajar switch. TEST the system for normal operation. **No** GO to R5 .
R5 CHECK FOR A FAULTY HOOD AJAR SWITCH	
• Monitor the FEM PID HOOD_SW. • Disconnect: Hood Ajar Switch, C127. • **Does the FEM PID HOOD_SW change when hood ajar switch is disconnected?**	**Yes** INSTALL a new hood ajar switch. CLEAR the DTCs. REPEAT the self-test. **No** GO to R6 .
R6 CHECK CIRCUIT 8-GL7 (WH) FOR AN OPEN	
• Disconnect: FEM C201c. • Measure the resistance between hood ajar switch C127-1, circuit 8-GL7 (WH), harness side and ground.  A0063165 • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new FEM. REFER to Section 418-00 . TEST the system for normal operation. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test S: The Alarm System Does Not Operate Correctly Luggage Compartment Lid Disarm Switch

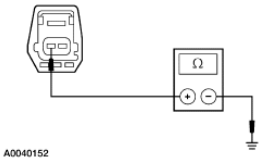
Normal Operation

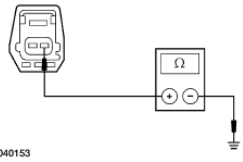
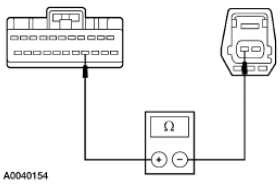
The alarm system can be suspended for the luggage compartment by using the luggage compartment disarm switch. The switch position is monitored by the REM.

Possible Causes

- luggage compartment lid disarm switch
- REM
- circuit 8-GL27 (WH/BU) open or short to ground
- circuit 31-GL27 (BK/OG) open or short to ground

PINPOINT TEST S: THE ALARM SYSTEM DOES NOT OPERATE CORRECTLY LUGGAGE COMPARTMENT LID DISARM SWITCH

Test Step	Result / Action to Take
NOTE: The luggage compartment key cylinder will not disarm the perimeter alarm system. Once armed, the perimeter alarm can only be disarmed using the remote keyless entry transmitter, driver door lock cylinder switch, the keyless entry keypad or a valid PATS key inserted into the ignition and turned to RUN.	
S1 RETRIEVE THE RECORDED DTCS FROM THE ON-DEMAND SELF-TEST REM	
• Use the recorded REM DTCs from the continuous and on-demand self-test. • **Are there any DTCs recorded?**	**Yes** If DTC B1984 GO to S2 . **No** GO to S3 .
S2 CHECK CIRCUIT 8 GL27 (WH/BU) FOR SHORT TO GROUND	
• Key in OFF position. • Disconnect: Luggage Compartment Switch C483. • Disconnect: REM C420b. • Measure the resistance between the luggage compartment lid disarm switch connector C483-2, circuit 8 GL27 (WH/BU) and ground.  • **Is the resistance greater than 10,000 ohms?**	**Yes** INSTALL a new luggage compartment lid disarm switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR circuit 8 GL27 (WH/BU). CLEAR the DTCs. REPEAT the self-test.
S3 CHECK CIRCUIT 31 GL27 (BK/OG)	
• Key in OFF position. • Disconnect: Luggage Compartment Disarm Switch C483. • Measure the resistance between the luggage compartment lid disarm switch connector C483-1, circuit 31 GL27 (BK/OG) and ground.	**Yes** GO to S4 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

 A0040153 • **Is the resistance less than 5 ohms?**	
S4 CHECK CIRCUIT 8 GL27 (WH/BU) FOR OPEN	
• Disconnect: REM C420b. • Measure the resistance between REM connector C420b-15, circuit 8 GL27 (WH/BU) and luggage compartment lid disarm switch connector C483-2, circuit 8 GL27 (WH/BU).  A0040154 • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new luggage compartment lid disarm switch. CLEAR the DTCs. REPEAT the self-test. **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

Key Programming Using Two Programmed Keys

Printable View (10 KB)

NOTE: This procedure only works if two or more programmed ignition keys are available and it is desired to program additional key(s). If two keys are not available, follow the procedure in Key Programming Using Diagnostic Equipment in this section.

NOTE: PID SPARE_KY must be enabled for this procedure to operate. If this PID is not enabled, follow the security access procedure, refer to Anti-Theft Security Access in this section and select SPARE KEY PROGRAMMING SWITCH: ENABLED.

NOTE: If the programming procedure is successful, the new key(s) will start the vehicle and the THEFT indicator will illuminate for approximately three seconds.

NOTE: If the programming procedure is not successful, the new key(s) will not start the vehicle and the THEFT indicator will flash. If the programming procedure was not successful, leave the ignition switch in the RUN position for at least 30 seconds then repeat the key programming procedure from Step 1. If the failure repeats, refer to Diagnosis and Testing to review the DTCs and carry out pinpoint tests as necessary.

NOTE: A maximum of eight ignition keys can be programmed to a passive anti-theft system (PATS) equipped vehicle. If more are needed, refer to Unlimited Key Mode Programming in this section.

NOTE: If the steps are not carried out as described, the programming procedure will end.

NOTE: Ignition keys must have correct mechanical key cut for the vehicle and must be the correct PATS encoded key for the vehicle.

NOTE: If the vehicle is in unlimited key mode, this spare programming procedure still functions. Any two keys that can start the vehicle may be used to program in an additional unlimited key.

1. Insert a programmed ignition key into the ignition lock cylinder and turn the ignition switch from OFF to RUN (maintain the ignition switch in RUN for three seconds but not longer than ten seconds).
2. Turn the ignition switch to OFF and remove the first key from the ignition lock cylinder.
3. Within ten seconds of turning the ignition switch to OFF, insert a second programmed ignition key into the ignition lock cylinder and turn the ignition switch from OFF to RUN (maintain the ignition switch in RUN for three seconds but not longer than ten seconds).
4. Turn the ignition switch to OFF and remove the second key from the ignition lock cylinder.
5. Within 20 seconds of turning the ignition lock cylinder to OFF, insert the unprogrammed ignition key (new key) into the ignition lock cylinder and turn the ignition switch from OFF to RUN (attempt to start the vehicle).
6. If it is desired to program additional key(s), repeat the key programming procedure from the beginning.

Key Programming Using Diagnostic Equipment

Printable View (16 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052, or equivalent diagnostic tool with appropriate adapter cable

NOTE: This procedure is used when a customer needs keys programmed into the system and does not have two programmed ignition keys available. This procedure is also useful when programmed ignition key(s) have been lost or a new ignition switch assembly as been installed, and it is desired to erase key(s) from the passive anti-theft system (PATS) memory.

NOTE: This procedure will erase all programmed ignition keys from the vehicle memory and the vehicle will not start until two keys have been reprogrammed to the vehicle.

NOTE: Two PATS encoded keys with the correct mechanical cut must be available to carry out this procedure. One or both of them may be the customer's original keys.

NOTE: If additional keys are to be programmed, refer to Key Programming Using Two Programmed Keys in this section. If the remaining keys are with the customer and are not available with the vehicle, then instruct the customer to refer to the Owner's Guide under the "Programming Spare (SecuriLock ® North America, Safeguard ® U.K. or PATS for all other markets) Keys Procedure" for instructions on programming the remaining keys.

1. Turn the ignition switch from OFF to RUN.
2. Using the diagnostic tool, follow the SECURITY ACCESS to obtain security access for the instrument cluster. For additional information, refer to Anti-Theft Security Access in this section.
3. From the diagnostic tool menu, select IGNITION KEY CODE ERASE.
4. Select RESET SERVICE BIT, if applicable.
5. **NOTE:** Do NOT select any additional commands from this menu.

   Turn the ignition switch to OFF and disconnect the diagnostic tool.
6. Insert the first encoded key into the ignition lock cylinder and turn the ignition switch to RUN for three seconds.
7. Insert the second encoded key into the ignition lock cylinder and turn the switch to the RUN position for three seconds.
8. Remove the second encoded key from the ignition lock cylinder.
9. The vehicle should now start with both ignition keys.

Key Programming Switch State Control Printable View (19 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

NOTE: The spare key programming switch is a diagnostic tool programmable switch which provides the capability to enable/disable the customer spare key programming procedure. This procedure is in the Owner's Literature spare key programming procedure and in this section under Key Programming Using Two Programmed Keys in this section. This programmable switch is provided as a convenience for customers who may not want the spare key programming procedure available to the vehicle driver.

NOTE: The spare key programming switch state can be viewed by instrument cluster PID SPARE_KY.

1. Insert a programmed ignition key into the ignition lock cylinder and turn the ignition switch to RUN.

2. Using the diagnostic tool select instrument cluster from the menu. Select SECURITY ACCESS to obtain security access. For additional information, refer to Anti-Theft Security Access in this section.

3. **NOTE:** The default setting on delivery of all new vehicles is <ENABLE>.

   From the diagnostic tool menu, select SPARE KEY PROGRAMMING SWITCH selection to desired setting:
   <ENABLE> Spare key programming procedure is accessible.
   <DISABLE> spare key programming procedure is not accessible.

Unlimited Key Mode Programming

Enabling Unlimited Key Mode

NOTE: Unlimited Key Mode is intended for use by those fleet customers who need more than eight keys for their vehicle.

4. The customer must choose a 8-digit, non-00,00,00,00 number that will be programmed to all of their vehicles. All customer vehicles need to use the same number. Valid digits are 0-9 plus the letters A-F.

5. Note: If the instrument cluster PID: UNLIMITED TRANSPONDER KEY ID is not displayed on screen, Unlimited Key Mode is turned on, and must be turned off before viewing the stored code. To view/change the stored code, follow the procedure for turning off Unlimited Key Mode below. Check the PID: UNLIMITED TRANSPONDER KEY ID and compare its value against the code chosen in Step 1.

6. Using the diagnostic tool, select instrument cluster from the menu. Follow SECURITY ACCESS to obtain security access. For additional information, refer to Anti-Theft Security Access in this section.

7. Turn OFF the unlimited key mode to view the security key PID.
8. If the Unlimited Transponder Security Key PID was 00,00,00,00, select Active Command: SET UNLIMITED TRANSPONDER KEY. Enter the 8-digit code chosen by the user.
9. Select: ENABLE UNLIMITED KEY MODE/RESET SERVICE BIT, if applicable.
10. Select: IGNITION CODE ERASE.
11. Disconnect the diagnostic tool and turn the ignition keys off.
12. Program in two ignition keys to enable the vehicle by cycling keys from OFF to RUN.
13. Program any additional keys using either Key Programming Using Two Programmed Keys or Key Programming Using Diagnostic Equipment in this section.

Disabling Unlimited Key Mode

1. Using a diagnostic tool, select instrument cluster from the menu. Follow SECURITY ACCESS to obtain security access. For additional information, refer to Anti-Theft Security Access in this section.
2. Select: DISABLE UNLIMITED KEY MODE.
3. Select: IGNITION KEY CODE ERASE and RESET SERVICE BIT, if applicable.
4. Disconnect the diagnostic tool and turn the ignition key to OFF.
5. Program in two keys to enable the vehicle.
6. Program any additional keys using either Key Programming Using Two Programmed Keys or Key Programming Using Diagnostic Equipment in this section.

Anti-Theft Security Access

Printable View (15 KB)

Special Tool(s)

ST2332-A	Worldwide Diagnostic System (WDS) 418-F224, New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

NOTE: The security access procedure is utilized to obtain passive anti-theft system (PATS) security access. PATS security access must be granted to erase ignition keys, enable/disable unlimited key mode, and enable/disable the spare key programming switch (PID SPARE_KEY). The security access procedure invokes an inherent 10 minute time delay prior to granting security access during which the diagnostic tool must remain connected to the vehicle. Once security access has been granted, a security access command menu is displayed which offers various command options.

NOTE: Once security access has been granted, multiple security access commands should be executed (if necessary) prior to exiting the command menu. This avoids the carrying out of an additional security access procedure and the associated 10 minute time delay.

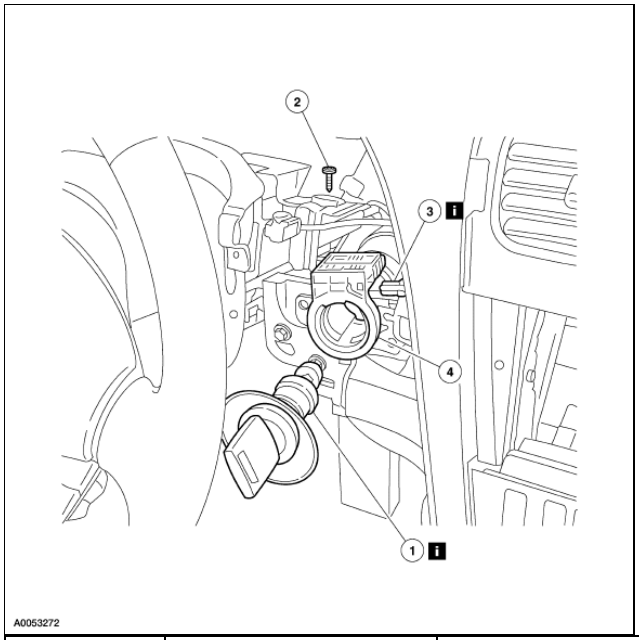
1. From the diagnostic tool select instrument cluster. Select SECURITY ACCESS. This procedure will take 10 minutes to carry out, during which the ignition switch must be in RUN and the diagnostic tool must be connected to the vehicle.

2. After the 10 minute security access procedure has been completed, a new menu will be displayed with command options. Select only those functions necessary before exiting out of this menu. Once exited out of this menu, the security access procedure must be repeated again to carry out additional commands.

Passive Anti-Theft System (PATS) Transceiver

Printable View (94 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the instrument cluster. For additional information, refer to Section 413-00 .
3. Remove the components in the order indicated in the illustration and table.



Item	Part Number	Description
1	1153	Ignition cylinder Removal Note
2		Screw
3	14401	Wiring harness connector Removal Note
4	15607	PATS transceiver

4. Install in the reverse order of removal.

Item 1: Ignition Cylinder Removal Note

1. Key in ON position.
2. Push the tab on the left side of the cylinder housing to release the cylinder.

Item 3: Wiring Harness Connector Removal Note

1. Position the transceiver ring toward the steering column to access the connector.

Electronic Features Component Location Index

Printable View (230 KB)

Navigation System

Electronic Compass and Universal Transmitter

Printable View (7 KB)

Torque Specifications

Description	Nm	lb-in
Navigation system module and bracket assembly nuts	5	44

Universal Transmitter

Printable View (7 KB)

The HomeLink® universal transmitter is an integral part of the left hand sun visor assembly. This universal transmitter provides a convenient way to substitute up to three hand-held transmitters with a single built-in device. The transmitter will learn the radio frequency codes of most current transmitters to operate garage doors, entry gates, security systems, and home or office lighting.

Navigation System

Printable View (34 KB)

The vehicle navigation system audibly and visually guides the user to any entered destination. The system utilizes a global positioning system (GPS) antenna, a vehicle speed input and other sensor information to accurately establish the vehicle position. The navigation system module carries out all route calculations and sends the digital versatile disc (DVD) vector map information to the audio unit. The audio unit provides visual and audible instructions of the maneuvers required to arrive at the pre-entered destination.

Principles of Operation

Navigation System

The navigation system module controls the operation and the interface between the user, the vehicle subsystems, and the external components. The navigation system module is on the standard corporate protocol (SCP) network and can be diagnosed with a diagnostic tool. Communication through the controller area network (CAN) utilizes data transmitted and received between the navigation system module and the audio unit to control the video screen display through the video interface circuits.

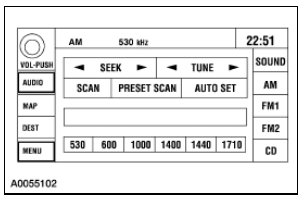
The vehicle navigation system will guide the user to a pre-entered destination. A map DVD stored in the navigation system module sends route calculation data to the audio unit. The audio unit will audibly and visually instruct the user of the maneuvers required to arrive at the destination entered.

A voice recognition system allows the user to interface with the system without using the touch screen. A microphone located in the rear view mirror provides a direct input to the navigation system module.

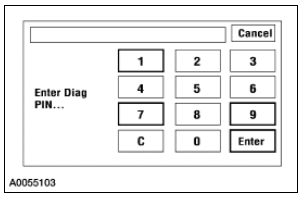
The navigation system module uses the GPS antenna, vehicle speed, and other internal sensor information to accurately establish vehicle position. In order to calculate the initial vehicle position, the GPS antenna is used to track several available satellites simultaneously. The GPS antenna only receives data and does not communicate with the satellites. A gyroscope integral to the navigation system module monitors the pitch and yaw of the vehicle created during cornering or turning. A hardwired vehicle speed input from the anti-lock brake system (ABS) module and a reverse input from the digital transmission range (TR) sensor through the SCP network are also used to detect vehicle speed and direction changes.

Diagnostics

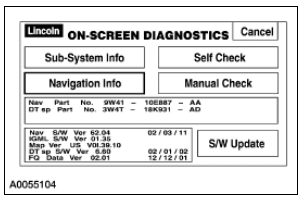
The navigation system provides internal self-diagnostics to assist with diagnosing vehicle concerns.



Press and hold the AUDIO and MENU buttons for 5 seconds.



Press 917 Enter.



- SELF CHECK provides internal self-test diagnostics. These DTCs are also accessible through the SCP network utilizing a diagnostic tool.
- NAVIGATION INFO provides access to speed signal, gyro, reverse input, and GPS information.
- SUB-SYSTEM INFO provides the various component configurations.
- MANUAL CHECK provides access to several diagnostics input tests:
    - Voice Output will verify the audio signals from the navigation system module and audio unit.
    - Hard Switch Test will check the various hardkey switches.
    - Microphone Test will check the strength of the voice signal.

Electronic Compass

Printable View (8 KB)

The compass display and module are an integral part of the rear view mirror. A two character display located in the upper right hand side of the mirror indicates the current direction of the vehicle (N, NE, E, SE, S, SW, W, NW). The compass continuously recalibrates due to changes in the magnetic field and will remain accurate during most driving conditions.

Principles of Operation

The compass is self-calibrating. This eliminates the need to manually set the compass. If the compass is displaying a heading and not displaying C or CAL, the compass is in auto-calibration mode. In this mode, the compass automatically calibrates for changes in vehicle magnetics over the life of the vehicle. This auto-calibration mode assures the compass heading is always accurate.

A display of C or CAL indicates the compass requires calibration. The compass may temporarily display C or CAL if the vehicle characteristics have changed (carwash, collision, etc.). Compass adjustment is controlled by the COMP switch which provides access to the calibration and zone adjustment procedures.

Excessive magnetism in or near the vehicle may cause the compass to display ALL SEGMENTS. In order to distinguish between vehicle magnetics and surrounding magnetics, drive the vehicle to an area that is free from large metal objects. Cycling the ignition switch ON and OFF will reset the compass. A display of ALL SEGMENTS within 20 seconds indicates excessive vehicle magnetism and the vehicle should be demagnetized. For additional information, refer to Vehicle Demagnetizing in this section.

Universal Transmitter Printable View (17 KB)

Refer to Wiring Diagrams Cell 89 , Courtesy Lamps for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent

Inspection and Verification

1. Verify the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical
• Damaged universal transmitter • Damaged receiver

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, verify the symptom and GO to Symptom Chart .

Symptom Chart

Symptom Chart
Pinpoint Test A: The Universal Transmitter Is Inoperative

Normal Operation

The HomeLink® universal transmitter is integral to the left sun visor assembly. Under normal operation the HomeLink® universal transmitter can be programmed to operate up to three garage doors, entry gates, security systems, and home or office lighting. Voltage is provided to the vanity mirror via circuit 29S-LB16 (OG/GN). Circuit 31-LB16 (BK) supplies the vanity mirror ground.

Possible Causes

- circuit 29S-LB16 (OG/GN) open or short to ground
- circuit 31-LB16 (BK) open
- receiver unit
- HomeLink® universal transmitter

PINPOINT TEST A: THE UNIVERSAL TRANSMITTER IS INOPERATIVE

Test Step	Result / Action to Take
A1 CHECK THE LEFT VANITY MIRROR OPERATION	
• Check the illumination of the left sun visor vanity mirror lamps. • **Do the vanity mirror lamps illuminate?**	**Yes** GO to A2 . **No** Section 417-02 .
A2 PROGRAM A HAND-HELD TRANSMITTER INTO A UNIVERSAL TRANSMITTER	
• **NOTE:** If the garage door is equipped with rolling codes, REFER to Universal Transmitter Programming in this section. • Program the universal transmitter; REFER to Universal Transmitter Programming in this section. • **Did the universal transmitter program successfully?**	**Yes** The universal transmitter is OK. VERIFY the receiver operates correctly. **No** INSTALL a new left sun visor assembly. TEST the system for normal operation.

Navigation System Printable View (477 KB)

Refer to Wiring Diagrams Cell 32 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent
ST2332-A	Worldwide Diagnostic System (WDS) 418-F224 New Generation STAR (NGS) Tester 418-F052 or equivalent diagnostic tool with appropriate adapter cable

Inspection and Verification

1. Verify the customer concern
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

Mechanical	Electrical
• Antenna coaxial cable • Global positioning system antenna • Navigation system DVD	• Battery junction box (BJB) fuse 14 (10A) • Central junction box (CJB) fuse(s): ♦ Fuse 2 (5A) ♦ Fuse 18 (20A) • Microphone • Circuitry • Navigation system module • Vehicle navigation radio

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before preceding to the next step.
4. If the cause is not visually evident, connect the diagnostic tool to the data link connector and select the vehicle to be tested from the diagnostic tool menu. If the diagnostic tool does not communicate with the vehicle:

- check that the program card is correctly installed.
- check the connections to the vehicle.
- check the ignition switch position.

5. If the diagnostic tool still does not communicate with the vehicle, refer to the diagnostic tool operating manual.

6. Carry out the data link diagnostics test. If the diagnostic tool responds with:

- SCP+, SCP- or UBP circuit fault; all electronic control units no response/not equipped, refer to Section 418-00 .
- No response/not equipped for the navigation system module, Go To Pinpoint Test B .
- System passed, retrieve and record the continuous diagnostic trouble codes (DTCs), erase the continuous DTCs and carry out self-test diagnostics for the navigation system module.

7. If the DTCs retrieved are related to the concern, go to the Navigation System Module Diagnostic Trouble Code (DTC) Index to continue diagnostics.

8. If no DTCs related to the concern are retrieved, GO to Symptom Chart .

Navigation System Module Diagnostic Trouble Code (DTC) Index

DTC	Description	Source	Action
B1342	ECU is Defective	Navigation System Module	CLEAR the DTCs. REPEAT the self-test. If DTC B1342 is retrieved again, INSTALL a new navigation system module. REFER to Navigation System Module in this section. CLEAR the DTCs. REPEAT the self-test.
B2139	Data Mismatch	Navigation System Module	CLEAR the DTCs. REPRAT the self-test. If DTC B2139 is retrieved again, REMOVE the navigation system module and send it to an authorized Ford audio system repair facility. REFER to Navigation System Module in this section. CLEAR the DTCs. REPEAT the self-test.
B2204	GPS Antenna Connection Open or Short	Navigation System Module	Go To Pinpoint Test C .
B2208	Navigation to Head Unit Communication Error	Navigation System Module	Go To Pinpoint Test J .
B2477	Module Configuration Failure	Navigation System Module	CHECK the navigation system module configuration. REFER to Section 418-00 .
B2633	Driver Front Microphone Circuit Failure	Navigation System Module	Go To Pinpoint Test K .
B2858	Head Unit is Defective	Navigation System Module	CLEAR the DTCs. REPEAT the self-test. If DTC B2858 is retrieved again, REMOVE the audio unit and send it to an authorized Ford audio system repair facility. REFER to Section 415-00 . CLEAR the DTCs. REPEAT the self-test.
C1192	Vehicle Speed Circuit Failure	Navigation System Module	Go To Pinpoint Test D .

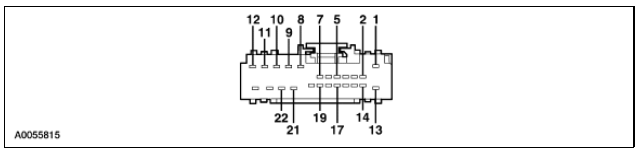
U1016	SCP Invalid Data (PCM)	Navigation System Module	Go To Pinpoint Test L .

For a complete list of navigation system module DTCs, refer to Section 418-00 .

Symptom Chart

Symptom Chart
Connector Circuit Reference

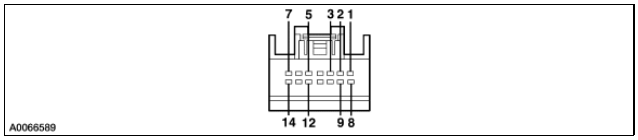
Navigation System Module C4209



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	30-GK8 (RD/BK) keep alive power feed	Greater than 10 volts with key ON or OFF.
2	10-GK8 (GY/BK) B+ voltage feed ON/ACC position	Greater than 10 volts with the key in ON or ACC.
5	4-GK8 (GY/BK) controller area network (CAN) (+) communication	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and ground with the audio unit disconnected.
7	8-MC8 (WH/RD) navigation microphone (+)	Less than 5 ohms between the navigation system module and the rear view mirror with the rear view mirror disconnected. Greater than 10,000 ohms between the navigation system module and ground with the rear view mirror disconnected.
8	10-GK24 (GY/RD) video circuit RED	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and ground with the audio unit disconnected.
9	10-GK26 (GY/VT) video circuit BLUE	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and ground with the audio unit disconnected.
10	9-GK35 (BN) video return	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and ground with the audio unit disconnected.
11	1-GK18 (WH/BU) navigation system voice (+)	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and

		ground with the audio unit disconnected.
12	2-GK18 (GY/VT) navigation system voice (-)	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and ground with the audio unit disconnected.
13	31-GK8 (BK/RD) navigation system module ground	Less than 5 ohms to ground.
14	8-CF63 (WH/GN) vehicle speed signal	Less than 5 ohms between the anti-lock brake system module and the navigation system module with the anti-lock brake system module disconnected. Greater than 10,000 ohms between the navigation system module and ground with the anti-lock brake system module disconnected.
17	5-GK8 (BU/YE) controller area network (CAN) (-) communication	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and ground with the audio unit disconnected.
19	9-MC8 (BN/RD) navigation microphone (-)	Less than 5 ohms between the navigation system module and the rear view mirror with the rear view mirror disconnected. Greater than 10,000 ohms between the navigation system module and ground with the rear view mirror disconnected.
21	10-GK25 (GY/OG) video circuit GREEN	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and ground with the audio unit disconnected.
22	8-GK35 (WH) video synchronization circuit	Less than 5 ohms between the navigation system module and the audio unit with the audio unit disconnected. Greater than 10,000 ohms between the navigation system module and ground with the audio unit disconnected.

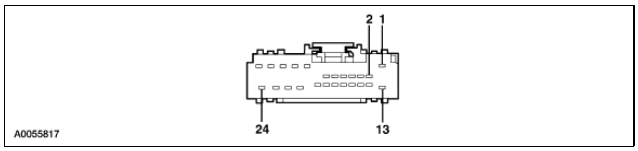
Audio Unit C2253c



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	10-GK24 (GY/RD) video circuit RED	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.
2	10-GK25 (GY/OG) video circuit GREEN	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.
3	9-GK35 (BN) video return	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module

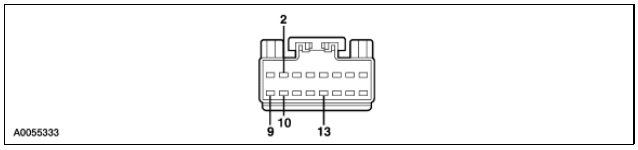
		disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.
5	1-GK18 (WH/BU) navigation system voice (+)	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.
7	4-GK8 (GY/BK) controller area network (CAN) (+) communication	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.
8	10-GK26 (GY/VT) video circuit BLUE	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.
9	8-GK35 (WH) video synchronization circuit	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.
12	2-GK18 (GY/VT) navigation system voice (-)	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.
14	5-GK8 (BU/YE) controller area network (CAN) (-) communication	Less than 5 ohms between the navigation system module and the audio unit with the navigation system module disconnected. Greater than 10,000 ohms between the audio unit and ground with the navigation system module disconnected.

Audio Unit C2253a



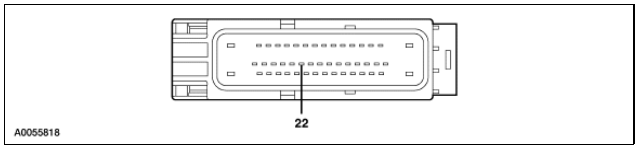
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	29-MD15 (OG/BK) keep alive power feed	Greater than 10.5 volts with key ON or OFF.
2	10-MD15 (GY/OG) B+ voltage feed in ON/ACC position	Greater than 10.5 volts with the key in ON or ACC.
13	31-MD15B (BK/GN) audio unit ground	Less than 5 ohms to ground.
24	31-MD15A (BK/GN) audio unit ground	Less than 5 ohms to ground.

Rear View Mirror C911



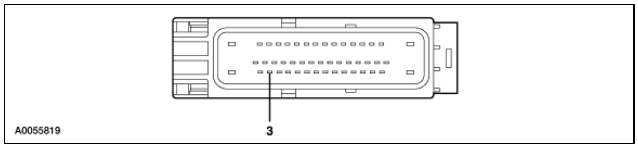
Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	31-AD15 (BK/OG) rear view mirror ground	Less than 5 ohms to ground.
9	8-MC8 (WH/RD) rear view mirror microphone (+)	Less than 5 ohms between the navigation system module and the rear view mirror with the navigation system module disconnected. Greater than 10,000 ohms between the rear view mirror and ground with the navigation system module disconnected.
10	9-MC8 (BN/RD) rear view mirror microphone (-)	Less than 5 ohms between the navigation system module and the rear view mirror with the navigation system module disconnected. Greater than 10,000 ohms between the rear view mirror and ground with the navigation system module disconnected.
13	75-AD15 (YE/BU) switched B+ voltage feed	0 volts key OFF, greater than 10 volts key ON or ACC.

Anti-lock Brake System Module With Stability Assist C155



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
22	8-CF63 (WH/GN) vehicle speed signal	Less than 5 ohms between the anti-lock brake system module and the navigation system module with the navigation system module disconnected. Greater than 10,000 ohms between the anti-lock brake system module and ground with the navigation system module disconnected.

Anti-lock Brake System Module C155



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement

3	8-CF63 (WH/GN) vehicle speed signal	Less than 5 ohms between the anti-lock brake system module and the navigation system module with the navigation system module disconnected. Greater than 10,000 ohms between the anti-lock brake system module and ground with the navigation system module disconnected.

Pinpoint Test B: No Communication With The Navigation System Module

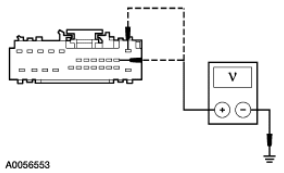
Normal Operation

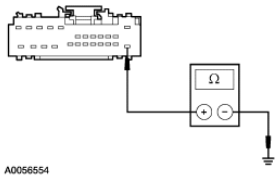
Battery voltage is supplied to the navigation system module through circuit 30-GK8 (RD/BK). The driver door module (DDM) supplies voltage to the navigation system module through circuit 10-GK8 (GY/BK) in the ON/ACC position. Circuit 31-GK8 (BK/RD) provides the navigation system module ground.

Possible Causes

- circuit 30-GK8 (RD/BK) open or shorted to ground
- circuit 10-GK8 (GY/BK) open or shorted to ground
- circuit 31-GK8 (BK/RD) open
- navigation system module

PINPOINT TEST B: NO COMMUNICATION WITH THE NAVIGATION SYSTEM MODULE

Test Step	Result / Action to Take
B1 CHECK THE RECORDED DTCS FROM THE DRIVER DOOR MODULE	
• Use the recorded results from the driver door module self-test. • **Are any DTCs recorded?**	**Yes** If DTC 2359, refer to Section 418-00 to continue diagnosis of DTC B2359. **No** GO to B2 .
B2 CHECK CIRCUITS 30-GK8 (RD/BK) AND 10-GK8 (GY/BK) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Navigation System Module C4209. • Key in ON position. • Measure the voltage between the navigation system module C4209-1, circuit 30-GK8 (RD/BK), harness side and ground; and between the navigation system module C4209-2, circuit 10-GK8 (GY/BK), harness side and ground.  	**Yes** GO to B3 . **No** REPAIR the circuit in question. TEST the system for normal operation.

• **Are the voltages greater than 10.5 volts?**	
B3 CHECK CIRCUIT 31-GK8 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the navigation system module C4209-13, circuit 31-GK8 (BK/RD), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** REFER to Section 418-00 to continue communication diagnostics. **No** REPAIR the circuit. TEST the system for normal operation.

Pinpoint Test C: Navigation System Does Not Operate Correctly The Global Positioning System (GPS) Antenna Signal Is Inoperative

Normal Operation

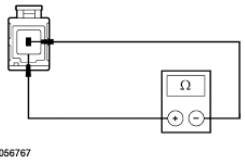
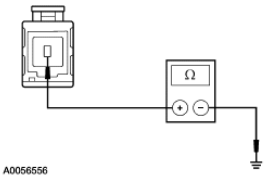
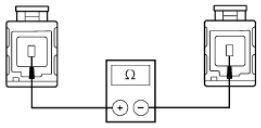
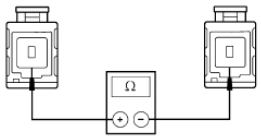
The GPS antenna provides information from the GPS satellite system to the GPS receiver in the navigation system module. This information is used to calculate vehicle position and direction of travel.

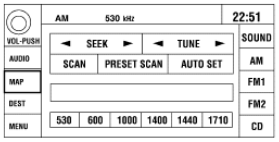
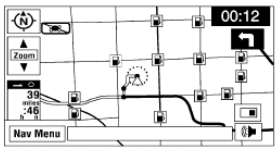
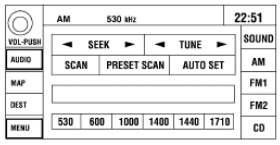
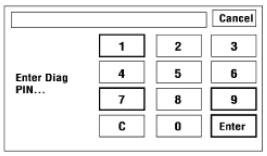
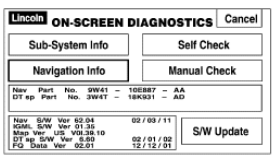
Possible Causes

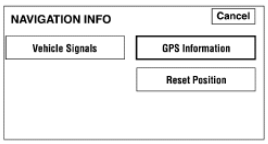
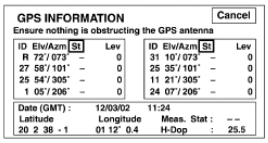
- GPS antenna
- GPS antenna cable
- navigation system module

PINPOINT TEST C: NAVIGATION SYSTEM DOES NOT OPERATE CORRECTLY THE GLOBAL POSITIONING SYSTEM (GPS) ANTENNA SIGNAL IS INOPERATIVE

Test Step	Result / Action to Take
NOTE: The vehicle must be driven outside of any enclosed structure to an area that is unobstructed by trees, tall buildings, and bridges.	
C1 CHECK THE RECORDED DTCS FROM THE NAVIGATION SYSTEM MODULE	
• Use the recorded results from the navigation system module self-test. • **Are any DTCs recorded?**	**Yes** For DTC B2204, GO to C2 . **No** GO to C6 .
C2 CHECK THE GPS ANTENNA FOR AN OPEN	
• Key in OFF position. • Disconnect: GPS Antenna. • Measure the resistance between the GPS antenna center conductor pin, component side and the GPS antenna shield, component side.	**Yes** GO to C3 . **No** INSTALL a new GPS antenna. REFER to Global Positioning System (GPS) Antenna in this section. CLEAR the DTCs.

 A0056767 • **Is the resistance between 80 and 125 ohms?**	REPEAT the self-test.
C3 CHECK THE COAXIAL CABLE CENTER CONDUCTOR FOR A SHORT TO GROUND NAVIGATION SYSTEM MODULE DISCONNECTED	
• Disconnect: Navigation System Module GPS Antenna. • Measure the resistance between the navigation system module GPS antenna coaxial cable center conductor pin, harness side and ground.  A0056556 • **Is the resistance greater than 10,000 ohms?**	**Yes** GO to C4 . **No** INSTALL a new antenna coaxial cable. CLEAR the DTCs. REPEAT the self-test.
C4 CHECK THE COAXIAL CABLE CENTER CONDUCTOR FOR AN OPEN	
• Measure the resistance between the GPS antenna coaxial cable center conductor pin, harness side and the navigation system module GPS antenna coaxial cable center conductor pin, harness side.  A0056557 • **Is the resistance less than 5 ohms?**	**Yes** GO to C5 . **No** INSTALL a new antenna coaxial cable. CLEAR the DTCs. REPEAT the self-test.
C5 CHECK THE COAXIAL CABLE SHIELD FOR AN OPEN	
• Measure the resistance between the GPS antenna coaxial cable shield, harness side and the navigation system module GPS antenna coaxial cable shield, harness side.  A0056558	**Yes** GO to C9 . **No** INSTALL a new antenna coaxial cable. CLEAR the DTCs. REPEAT the self-test.

• **Is the resistance less than 5 ohms?**	
C6 CHECK THE NAVIGATION SYSTEM	
• Move the vehicle outside of any enclosed structure to an area that is unobstructed by trees, tall buildings, and bridges. • Turn the audio unit on. • Press the MAP button.  A0065067  A0057837 • **Does the GPS icon disappear?**	**Yes** The system is operating correctly at this time. **No** GO to C7 .
C7 CHECK THE GPS SIGNAL STATUS	
• Press and hold the AUDIO and MENU buttons for 5 seconds.  A0055102 • Press 917 Enter.  A0055103 • Select Navigation Info.  A0055104 • Select GPS Information.	**Yes** The system is operating correctly at this time. **No** GO to C8 .

 A0055105 • Monitor the GPS status.  A0055106 • **After 10 minutes, does the ST (status) column of the GPS information display P (position) or T (tracking)?**	
C8 SUBSTITUTE THE GPS ANTENNA	
• Substitute a known good GPS antenna. • **After 10 minutes, does the ST (status) column of the GPS information display P (position) or T (tracking)?**	**Yes** INSTALL a new GPS antenna. Refer to Global Positioning System (GPS) Antenna in this section. CLEAR the DTCs. REPEAT the self-test. **No** REINSTALL the original antenna. GO to C9 .
C9 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all navigation system module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test D: Navigation System Does Not Operate Correctly The Position Cursor Is Inoperative

Normal Operation

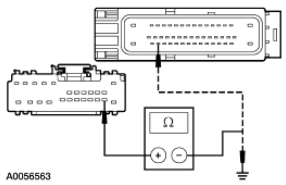
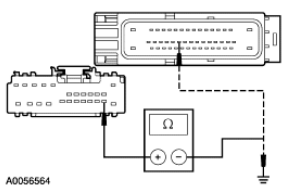
The anti-lock brake system (ABS) module supplies the vehicle speed signal (VSS) to the navigation system module through circuit 8-CF63 (WH/GN). The navigation system uses the VSS signal and the global positioning system (GPS) antenna to establish vehicle speed and position.

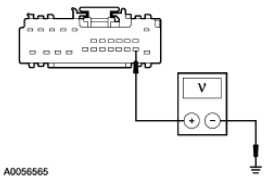
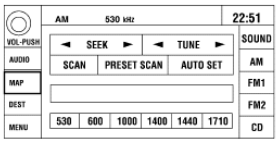
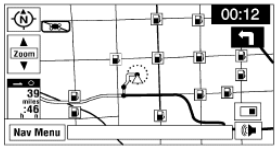
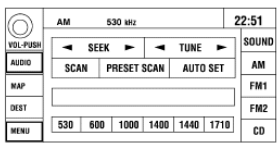
Possible Causes

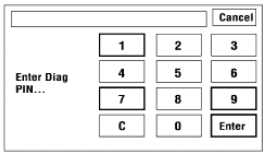
- circuit 8-CF63 (WH/GN) open or shorted to ground
- GPS antenna

- audio unit
- navigation system module
- anti-lock brake system (ABS) module

PINPOINT TEST D: NAVIGATION SYSTEM DOES NOT OPERATE CORRECTLY THE POSITION CURSOR IS INOPERATIVE

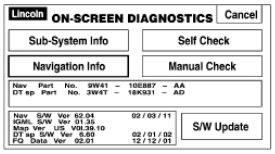
Test Step	Result / Action to Take
NOTE: Outdated map disc information may cause this symptom to recur at the same place.	
D1 CHECK THE RECORDED DTCS FROM THE NAVIGATION SYSTEM MODULE	
• Use the recorded results from the navigation system module self-test. • **Are any DTCs recorded?**	**Yes** For DTC C1192, GO to D2 . **No** GO to D4 .
D2 CHECK CIRCUIT 8-CF63 (WH/GN) FOR AN OPEN AND A SHORT TO GROUND	
• Key in OFF position. • Disconnect: Navigation System Module C4209. • Disconnect: Anti-lock Brake System Module. • For vehicles without stability assist, measure the resistance between the anti-lock brake system module C155-3, circuit 8-CF63 (WH/GN), harness side and the navigation system module C4209-14, circuit 8-CF63 (WH/GN), harness side; and between the navigation system module C4209-14, circuit 8-CF63 (WH/GN), harness side and ground.  • For vehicles with stability assist, measure the resistance between the anti-lock brake system module C155-22, circuit 8-CF63 (WH/GN), harness side and the navigation system module C4209-14, circuit 8-CF63 (WH/GN), harness side; and between the navigation system module C4209-14, circuit 8-CF63 (WH/GN), harness side and ground.  • **Is the resistance less than 5 ohms between the anti-lock brake system module and the navigation system module; and is the resistance greater than 10,000 ohms between the**	**Yes** GO to D3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.

navigation system module and ground?	
D3 CHECK CIRCUIT 8-CF63 (WH/GN) FOR A SHORT TO VOLTAGE	
• Key in ON position. • Measure the voltage between the navigation system module C4209-14, circuit 8-CF63 (WH/GN), harness side and ground.  A0056565 • **Is any voltage indicated?**	**Yes** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test. **No** GO to D9 .
D4 CHECK THE NAVIGATION SYSTEM	
• Move the vehicle outside of any enclosed structure to an area that is unobstructed by trees, tall buildings, and bridges. • Turn the audio unit on. • Press the MAP button.  A0065067  A0057837 • **Does the GPS icon disappear?**	**Yes** GO to D5 . **No** Go To Pinpoint Test C .
D5 CHECK THE VEHICLE SPEED SIGNAL INPUT	
• Press and hold the AUDIO and MENU buttons for 5 seconds.  A0055102 • Press 917 Enter.	**Yes** GO to D7 . **No** If the speedometer is inoperative, REFER to Section 413-00 . If the speedometer is inaccurate, GO to D6 .



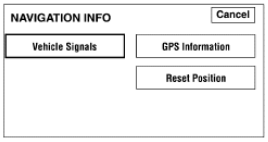
A0055103

- Select Navigation Info.

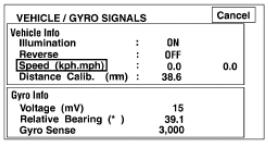


A0055104

- Select Vehicle Signals.

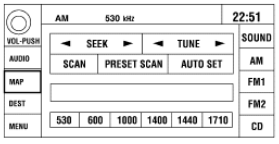
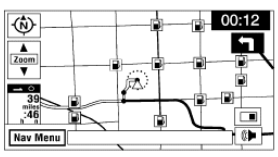


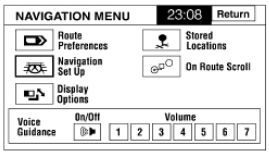
A0055107



A0055108

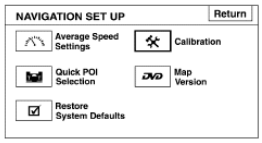
- Drive the vehicle at a minimum speed of 5 km/h (3 mph) per hour.
- **Does the SPEED signal correspond to the speed indicated on the vehicle speedometer?**

D6 CHECK THE VEHICLE SPEED SIGNAL CALIBRATION	
• Select Cancel to exit from diagnostic screens. • Press the MAP button.  A0065067 • Select Nav Menu.  A0057838 • Select Navigation Set Up.	**Yes** The system is operating correctly at this time. Concern may have been caused by a speed signal calibration error. **No** GO to D8 .



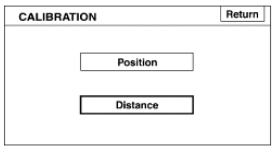
A0055110

- Select Calibration.



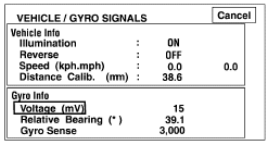
A0055111

- Select Distance.



A0055112

- Drive the vehicle a minimum of 10 km (6.25 miles).
- **Does the position cursor move along the course of the intended route?**

D7 CHECK THE GYROSCOPE SIGNAL	
• Monitor the gyro voltage.  A0055113 • Drive the vehicle turning left and right. • **Does the gyro voltage change when the vehicle turns left or right?**	**Yes** GO to D8 . **No** The gyroscope is integral to the navigation system module. INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.
D8 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all navigation system module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector.

	CLEAR the DTCs. REPEAT the self-test.
D9 CHECK FOR CORRECT ANTI-LOCK BRAKE SYSTEM MODULE OPERATION	

• Disconnect all anti-lock brake module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all anti-lock brake module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new anti-lock brake system module. REFER to Section 206-09 .
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test E: Navigation System Does Not Operate Correctly The Voice Guidance Is Inoperative/Does Not Operate Correctly

Normal Operation

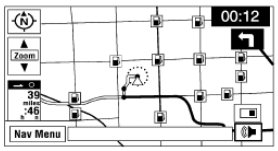
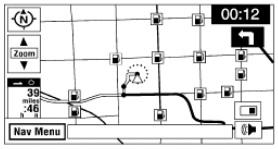
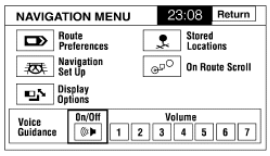
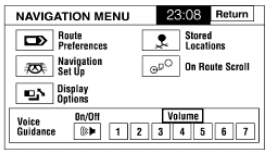
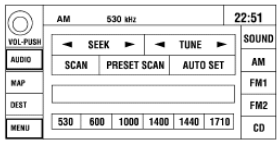
The navigation system module provides voice-assisted route guidance to the audio unit through the audio circuits 1-GK18 (WH/BU) and 2-GK18 (GY/VT). The volume of the voice guidance is controlled by the audio unit.

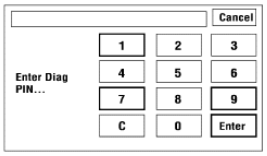
Possible Causes

- circuit 1-GK18 (WH/BU) open or shorted
- circuit 2-GK18 (GY/VT) open or shorted
- navigation system module
- audio unit

PINPOINT TEST E: NAVIGATION SYSTEM DOES NOT OPERATE CORRECTLY THE VOICE GUIDANCE IS INOPERATIVE/DOES NOT OPERATE CORRECTLY

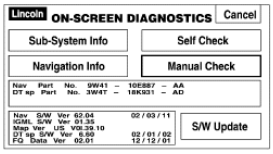
Test Step	Result / Action to Take
E1 CHECK THE SPEAKERS	
• Key in ON position. • Turn the audio unit on. • Carry out the speaker walk-around test by pressing the MAP and DEST buttons on the audio unit while in the AM or FM mode for five seconds. • **Do the speakers operate correctly?**	**Yes** GO to E2 . **No** REFER to Section 415-00 to continue audio system diagnostics.
E2 CALCULATE A VEHICLE ROUTE	
• Calculate a vehicle route by setting a desired destination. • Press the voice icon on the present position screen.	**Yes** The system is operating correctly at this time. **No** GO to E3 .

 A0057839 • **Does the voice guidance system operate correctly?**	
E3 CHECK THE VOICE GUIDANCE	
• Select Nav Menu.  A0057838 • Select Voice Guidance.  A0055114 • **Is the voice guidance system on the navigation menu turned ON?**	**Yes** GO to E4 . **No** Turn the voice guidance system ON. TEST the system for normal operation.
E4 CHECK THE VOICE GUIDANCE VOLUME	
• Select Volume.  A0055115 • **Is the volume adjustment set to minimum?**	**Yes** Increase the sound volume. Test the system for normal operation. **No** GO to E5 .
E5 CHECK THE AUDIO UNIT OUTPUT	
• Press and hold the AUDIO and MENU buttons for 5 seconds.  A0055102 • Press 917 Enter.	**Yes** GO to E6 . **No** REMOVE the audio unit and SEND it to an authorized Ford audio system repair facility. REFER to Section 415-00 . TEST the system for normal operation.



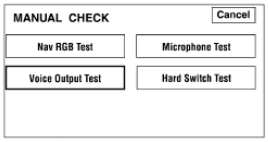
A0055103

- Select Manual Check.



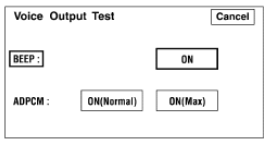
A0055116

- Select Voice Output Test.



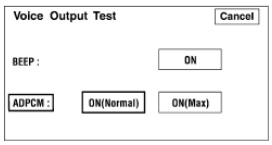
A0055117

- Select BEEP On.



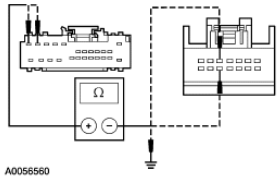
A0055118

- **Was a tone emitted by the audio unit?**

E6 CHECK THE NAVIGATION SYSTEM MODULE OUTPUT	
• Select ADPCM ON (Normal).  A0055119 • **Was a tone emitted by the navigation system module?**	**Yes** GO to E9 . **No** GO to E7 .
E7 CHECK CIRCUITS 1-GK18 (WH/BU) AND 2-GK18 (GY/VT) FOR AN OPEN AND A SHORT TO GROUND	
• Key in OFF position. • Disconnect: Audio Unit C2253c. • Disconnect: Navigation System Module C4209. • Measure the resistances between the navigation system module C4209 pins harness side and the audio unit C2253c pins harness side; and between the navigation system module C4209 pins harness side and ground as	**Yes** GO to E8 . **No** REPAIR the circuit in question. TEST the system for normal operation.

follows:

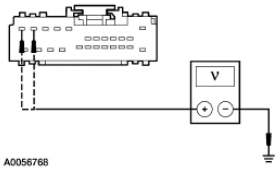
Navigation System Module Pin	Audio Unit Pin	Circuit
C4209-11	C2253c-5	1-GK18 (WH/BU)
C4209-12	C2253c-12	2-GK18 (GY/VT)



- **Are the resistances less than 5 ohms between the navigation system module and the audio unit; and are the resistances greater than 10,000 ohms between the navigation system module and ground?**

E8 CHECK CIRCUITS 1-GK18 (WH/BU) AND 2-GK18 (GY/VT) FOR A SHORT TO VOLTAGE

- Key in ON position.



- Measure the voltage between the navigation system module C4209-11, circuit 1-GK18 (WH/BU), harness side and ground; and between the navigation system module C4209-12, circuit 2-GK18 (GY/VT), harness side and ground.
- **Is any voltage indicated?**

Yes
REPAIR the circuit in question. TEST the system for normal operation.

No
GO to E9 .

E9 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION

- Disconnect all navigation system module connectors.
- Check for:
  - corrosion
  - pushed-out pins
- Connect all navigation system module connectors and make sure they seat correctly.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**

Yes
INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.

No
The system is operating correctly at this time. Concern may have been caused by a loose or corroded

	connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test F: Navigation System Does Not Operate Correctly The Display Screen Is Inoperative

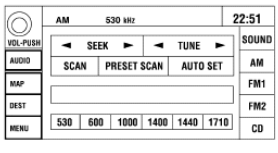
Normal Operation

The audio unit display is controlled by the navigation system module. Video color is provided through circuits 10-GK24 (GY/RD), 10-GK25 (GY/OG), and 10-GK26 (GY/VT). Circuit 8-GK35 (WH) provides the color synchronization and circuit 9-GK35 (BN) is the video signal return.

Possible Causes

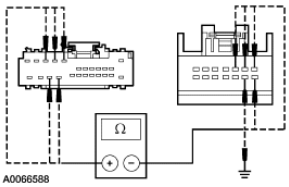
- circuit 10-GK24 (GY/RD) open or shorted
- circuit 10-GK25 (GY/OG) open or shorted
- circuit 10-GK26 (GY/VT) open or shorted
- circuit 8-GK35 (WH) open or shorted
- circuit 9-GK35 (BN) open or shorted
- navigation system module
- audio unit

PINPOINT TEST F: NAVIGATION SYSTEM DOES NOT OPERATE CORRECTLY THE DISPLAY SCREEN IS INOPERATIVE

Test Step	Result / Action to Take
F1 CHECK THE RECORDED DTCS FROM THE NAVIGATION SYSTEM MODULE	
• Use the recorded results from the navigation system module self-test. • **Are any DTCs recorded?**	**Yes** For DTC B2208, Go To Pinpoint Test J to diagnose the audio unit. For all other DTCs, REFER to the Navigaton System Module Diagnostic Trouble Code (DTC) Index in this section. **No** GO to F2 .
F2 CHECK THE AUDIO UNIT BUTTONS	
• Press the MAP, AUDIO, DEST, and MENU buttons.  A0065066 • **Does the display screen operate correctly?**	**Yes** The system is operating correctly at this time. Concern may have been caused by SCREEN OFF selection on MENU screen. **No** GO to F3 .
F3 CHECK VIDEO AND SYNCHRONIZATION CIRCUITS FOR AN OPEN AND A SHORT TO GROUND	

- Key in OFF position.
- Disconnect: Audio Unit C2253a.
- Disconnect: Navigation System Module C4209.
- Measure the resistances between the navigation system module C4209 pins harness side and the audio unit C2253a pins harness side; and between the navigation system module C4209 pins harness side and ground as follows:

Navigation System Module Pin	Audio Unit Pin	Circuit
C4209-8	C2253c-1	10-GK24 (GY/RD)
C4209-9	C2253c-8	10-GK26 (GY/VT)
C4209-10	C2253c-3	9-GK35 (BN)
C4209-21	C2253c-2	10-GK25 (GY/OG)
C4209-22	C2253c-9	8-GK35 (WH)



- **Are the resistances less than 5 ohms between the navigation system module and the audio unit; and are the resistances greater than 10,000 ohms between the navigation system module and ground?**

Yes
GO to F4 .

No
REPAIR the circuit in question. TEST the system for normal operation.

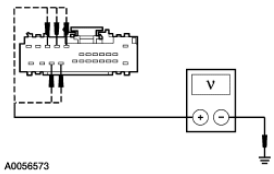
F4 CHECK VIDEO AND SYNCHRONIZATION CIRCUITS FOR A SHORT TO VOLTAGE

- Key in ON position.
- Measure the voltage between the navigation system module C4209 pins harness side and ground as follows:

Navigation System Module Pin	Circuit
C4209-8	10-GK24 (GY/RD)
C4209-9	10-GK26 (GY/VT)
C4209-10	9-GK35 (BN)
C4209-21	10-GK25 (GY/OG)
C4209-22	8-GK35 (WH)

Yes
REPAIR the circuit the question. TEST the system for normal operation.

No
GO to F5 .

 • **Is any voltage indicated?**	
F5 SUBSTITUTE THE AUDIO UNIT	
• Substitute a known good audio unit. • **Does the screen display appear?**	**Yes** REMOVE the audio unit and SEND it to an authorized Ford audio system repair facility. REFER to Section 415-00 . TEST the system for normal operation. **No** REINSTALL the original audio unit.GO to F6 .
F6 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all navigation system module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test G: Navigation System Does Not Operate Correctly The Navigation Screen Is Inoperative

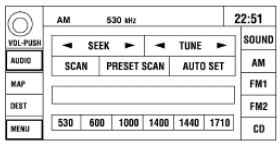
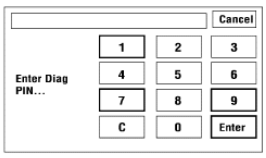
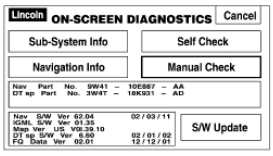
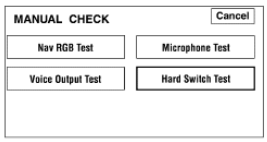
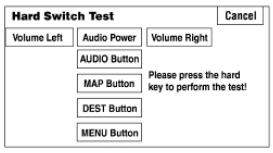
Normal Operation

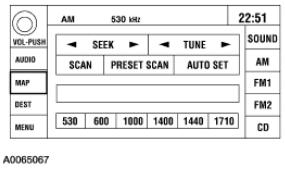
The screen display of the audio unit for audio and navigation is controlled by the navigation system module. A map digital versatile disc (DVD) stored in the navigation system module sends route data to the audio unit through the video interface circuits.

Possible Causes

- navigation system disc
- navigation system module
- audio unit

PINPOINT TEST G: NAVIGATION SYSTEM DOES NOT OPERATE CORRECTLY THE NAVIGATION SCREEN IS INOPERATIVE

Test Step	Result / Action to Take
G1 CHECK THE SWITCH DISPLAY	
• Key in ON position. • Turn the audio unit on. • Press and hold the AUDIO and MENU buttons for 5 seconds.  A0055102 • Press 917 Enter.  A0055103 • Select Manual Check.  A0055116 • Select Hard Switch Test.  A0055120 • Push each switch on the display.  A0055121 • **Are all of the switches operating correctly?**	**Yes** GO to G2 . **No** REMOVE the audio unit and SEND it to an authorized Ford audio system repair facility. REFER to Section 415-00 . TEST the system for normal operation.
G2 CHECK MAP DISC SURFACE	

• Key in OFF position. • Key in ON position. • Visually inspect the map disc surface. • **Is the map disc dirty or scratched?**	**Yes** INSTALL a new map disc. TEST the system for normal operation. **No** REINSTALL the map disc. GO to G3 .
G3 CHECK THE MAP DISPLAY	
• Key in OFF position. • Key in ON position. • Press the MAP button.  A0065067 • **Is the map displayed?**	**Yes** The system is operating correctly at this time. **No** GO to G4 .
G4 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all navigation system module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test H: Navigation System Does Not Operate Correctly The Audible Switches Are Inoperative

Normal Operation

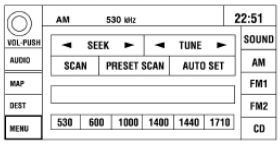
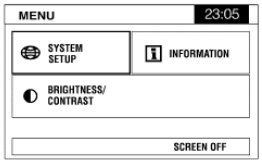
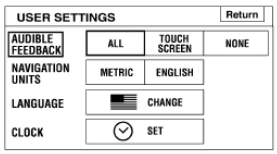
The audible switch feedback settings are controlled by the audio unit. The notification can be set to all, touch screen, and none depending on user preference.

Possible Causes

- audio unit

PINPOINT TEST H: NAVIGATION SYSTEM DOES NOT OPERATE CORRECTLY THE AUDIBLE SWITCHES ARE INOPERATIVE

Test Step	Result / Action to Take
H1 CHECK THE SWITCH DISPLAY	

• Key in ON position. • Turn the audio unit on. • Press the MENU button.  A0066586 • Select SYSTEM SETUP.  A0055122 • Select AUDIBLE FEEDBACK.  A0055123 • **Is NONE highlighted on the audible feedback settings?**	**Yes** Select ALL. TEST the system for normal operation. **No** REMOVE the audio unit and SEND it to an authorized Ford audio system repair facility. REFER to Section 415-00 . TEST the system for normal operation.

Pinpoint Test I: Navigation System Does Not Operate Correctly Unable to Insert or Eject Map Disc

Normal Operation

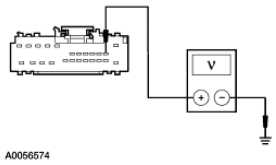
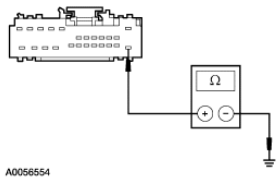
The navigation map disc is contained in the navigation system module. The voltage is supplied to the navigation system module with the key in the ON or ACC position through 10-GK8 (GY/BK). Circuit 31-GK8 (BK/RD) supplies the navigation system module ground.

Possible Causes

- circuit 10-GK8 (GY/BK) open or shorted
- circuit 31-GK8 (BK/RD) open
- navigation system module

PINPOINT TEST I: NAVIGATION SYSTEM DOES NOT OPERATE CORRECTLY UNABLE TO INSERT OR EJECT MAP DISC

Test Step	Result / Action to Take
I1 CHECK CIRCUIT 10-GK8 (GY/BK) FOR VOLTAGE	

• Key in OFF position. • Disconnect: Navigation System Module C4209. • Key in ON position. • Measure the voltage between the navigation system module C4209-2, circuit 10-GK8 (GY/BK), harness side and ground.  A0056574 • **Is the voltage greater than 10 volts?**	**Yes** GO to I2 . **No** REPAIR the circuit. TEST the system for normal operation.
I2 CHECK CIRCUIT 31-GK8 (BK/RD) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the navigation system module C4209-13, circuit 31-GK8 (BK/RD), harness side and ground.  A0056554 • **Is the resistance less than 5 ohms?**	**Yes** GO to I3 . **No** REPAIR the circuit. TEST the system for normal operation.
I3 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all navigation system module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test J: Navigation System Does Not Operate Correctly The Audio Unit Is Inoperative

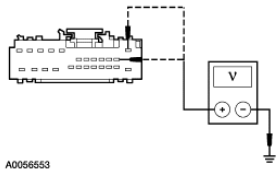
Normal Operation

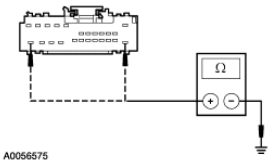
The navigation system module communicates to the audio unit through circuits 5-GK8 (BU/YE) and 4-GK8 (GY/BK) using the controller area network (CAN) protocol. Battery voltage is supplied to the audio unit through circuit 29-MD15 (OG/BK). Circuit 10-MD15 (GY/OG) provides voltage to the audio unit with the key in the ON or ACC position. The audio unit ground is supplied through circuits 31-MD15B (BK/GN) and 31-MD15A (BK/GN).

Possible Causes

- circuit 4-GK8 (GY/BK) open or shorted
- circuit 5-GK8 (BU/YE) open or shorted
- circuit 29-MD15 (OG/BK) open or shorted to ground
- circuit 10-MD15 (GY/OG) open or shorted to ground
- circuit 31-MD15A (BK/GN) open
- circuit 31-MD15B (BK/GN) open
- navigation system module
- audio unit

PINPOINT TEST J: NAVIGATION SYSTEM DOES NOT OPERATE CORRECTLY THE AUDIO UNIT IS INOPERATIVE

Test Step	Result / Action to Take
J1 CHECK THE RECORDED DTCS FROM THE NAVIGATION SYSTEM MODULE	
• Use the recorded results from the navigation system module self-test. • **Are any DTCs recorded?**	**Yes** For DTC B2208, GO to J2 . **No** Go To Pinpoint Test F to diagnose the video circuits.
J2 CHECK CIRCUITS 29-MD15 (OG/BK) AND 10-MD15 (GY/OG) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Audio Unit C2253c. • Key in ON position. • Measure the voltage between the audio unit C2253a-1, circuit 29-MD15 (OG/BK), harness side and ground; and between the audio unit C2253c-2, circuit 10-MD15 (GY/OG), harness side and ground.  • **Are the voltages greater than 10 volts?**	**Yes** GO to J3 . **No** REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.
J3 CHECK CIRCUITS 31-MD15B (BK/GN) AND 31-MD15A (BK/GN) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the audio unit C2253a-13, circuit 31-MD15B (BK/GN), harness side and ground; and between the audio unit C2253c-24, circuit 31-MD15A (BK/GN), harness side and ground.	**Yes** GO to J4 . **No** REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.

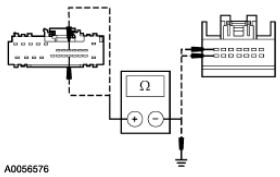


- **Are the resistances less than 5 ohms?**

J4 CHECK CIRCUITS 5-GK8 (BU/YE) AND 4-GK8 (GY/BK) FOR AN OPEN AND A SHORT TO GROUND

- Disconnect: Navigation System Module C4209.
- Disconnect: Audio Unit C2253a.
- Measure the resistances between the navigation system module C4209 pins harness side and audio unit C2253a pins harness side; and between the navigation system module C4209 pins harness side and ground as follows:

Navigation System Module Pin	Audio Unit Pin	Circuit
C4209-5	C2253c-7	4-GK8 (GY/BK)
C4209-17	C2253c-14	5-GK8 (BU/YE)



- **Are the resistances less than 5 ohms between the navigation system module and the audio unit; and are the resistances greater than 10,000 ohms between the navigation system module and ground?**

Yes
GO to J5 .

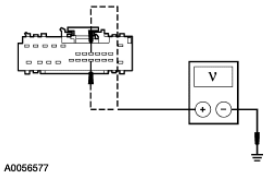
No
REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.

J5 CHECK CIRCUITS 5-GK8 (BU/YE) AND 4-GK8 (GY/BK) FOR A SHORT TO VOLTAGE

- Key in ON position.
- Measure the voltage between the navigation system module C4209-5, circuit 4-GK8 (GY/BK), harness side and ground; and between the navigation system module C4209-17, circuit 5-GK8 (BU/YE), harness side and ground.

Yes
REPAIR the circuit in question. CLEAR the DTCs. TEST the system for normal operation.

No
GO to J6 .

 • **Is any voltage indicated?**	
J6 SUBSTITUTE THE AUDIO UNIT	
• Substitute a known good audio unit. • Repeat the navigation system module self-test. • **Is DTC B2208 present?**	**Yes** REINSTALL the original audio unit. GO to J7 . **No** REMOVE the audio unit and SEND it to an authorized Ford audio system repair facility. REFER to Section 415-00 . CLEAR the DTCs. TEST the system for normal operation.
J7 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all navigation system module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test K: DTC B2633 Driver Front Microphone Circuit Failure

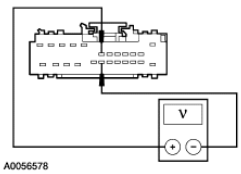
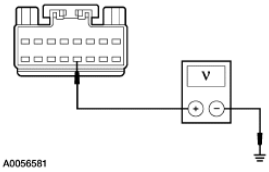
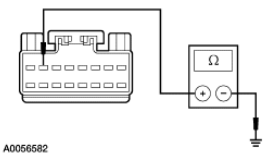
Normal Operation

The navigation system microphone is integrated into the rear view mirror. The microphone supplies a voice signal to the navigation system module through circuits 8-MC8 (WH/RD) and 9-MC8 (BN/RD). The rear view mirror receives switched B+ voltage through circuit 75-AD15 (YE/BU). Circuit 31-AD15 (BK) provides the mirror ground.

Possible Causes

- circuit 8-MC8 (WH/RD) open or shorted
- circuit 9-MC8 (BN/RD) open or shorted
- circuit 75-AD15 (YE/BU) open or shorted to ground
- circuit 31-AD15 (BK) open
- microphone
- navigation system module

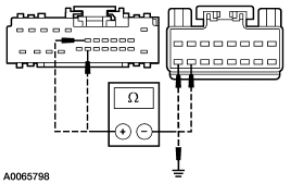
PINPOINT TEST K: DTC B2633 DRIVER FRONT MICROPHONE CIRCUIT FAILURE

Test Step	Result / Action to Take
K1 CHECK VOICE SIGNAL FROM THE MICROPHONE	
• Key in OFF position. • Disconnect: Navigation System Module C4209. • Key in ON position. • Measure the voltage between the navigation system module C4209-7, circuit 8-MC8 (WH/RD) , harness side and between the navigation system module C4209-19, 9-MC8 (BN/RD), harness side while speaking loudly into the rear view mirror microphone.  A0056578 • **Is any AC voltage indicated?**	**Yes** GO to K6 . **No** GO to K2 .
K2 CHECK CIRCUIT 75-AD15 (YE/BU) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Rear View Mirror C911. • Key in ON position. • Measure the voltage between the rear view mirror C911-13, circuit 75-AD15 (YE/BU), harness side and ground.  A0056581 • **Is the voltage greater than 10 volts?**	**Yes** GO to K3 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
K3 CHECK CIRCUIT 31-AD15 (BK) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the rear view mirror C911-2, circuit 31-AD15 (BK/OG), harness side and ground.  A0056582 • **Is the resistance less than 5 ohms?**	**Yes** GO to K4 . **No** REPAIR the circuit. CLEAR the DTCs. REPEAT the self-test.
K4 CHECK CIRCUITS 8-MC8 (WH/RD) AND 9-MC8 (BN/RD) FOR AN OPEN AND A SHORT TO GROUND	

<table>
<tr><td>

- Measure the resistances between the navigation system module C4209 pins harness side and the rear view mirror C911 pins harness side; and between the navigation system module C4209 pins harness side and ground as follows:

Navigation System Module Pin	Rear View Mirror Pin	Circuit
C4209-7	C911-9,	8-MC8 (WH/RD)
C4209-19	C911-10	9-MC8 (BN/RD)



- **Are the resistances less than 5 ohms between the navigation system module and the rear view mirror; and are the resistances greater than 10,000 ohms between the navigation system module and ground?**

</td><td>

Yes
GO to K5 .

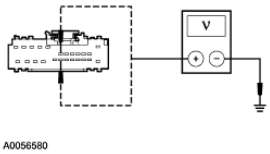
No
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

</td></tr>
<tr><td>

K5 CHECK CIRCUITS 8-MC8 (WH/RD) AND 9-MC8 (BN/RD) FOR A SHORT TO VOLTAGE

</td><td></td></tr>
<tr><td>

- Key in ON position.
- Measure the voltage between the navigation system module C4209-7, circuit 8-MC8 (WH/RD) , harness side and ground; and between the navigation system module C4209-19, 9-MC8 (BN/RD), harness side and ground.



- **Is any voltage indicated?**

</td><td>

Yes
REPAIR the circuit in question. CLEAR the DTCs. REPEAT the self-test.

No
INSTALL a new rear view mirror. REFER to Section 501-00 . CLEAR the DTCs. REPEAT the self-test.

</td></tr>
<tr><td>

K6 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION

</td><td></td></tr>
<tr><td>

- Disconnect all navigation system module connectors.
- Check for:
  - corrosion
  - pushed-out pins
- Connect all navigation system module connectors and make sure they seat correctly.
- Operate the system and verify the concern is still present.
- **Is the concern still present?**

</td><td>

Yes
INSTALL a new navigation system module. REFER to Navigation System Module in this section. TEST the system for normal operation.

No
The system is operating correctly

</td></tr>
</table>

	at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Pinpoint Test L: DTC U1016 SCP Invalid Data Powertrain Control Module

Normal Operation

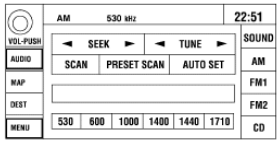
The navigation system module receives a vehicle in reverse signal from the powertrain control module (PCM) through the standard corporate protocol (SCP) network.

Possible Causes

- PCM

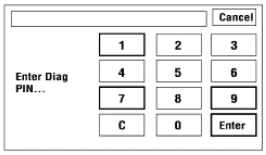
PINPOINT TEST L: DTC U1016 SCP INVALID DATA POWERTRAIN CONTROL MODULE

Test Step	Result / Action to Take
L1 CHECK THE RECORDED DTCS FROM THE POWERTRAIN CONTROL MODULE (PCM)	
• Use the recorded results from the PCM self-test. • **Are any DTCs recorded?**	**Yes** For PXXX codes, REFER to the Powertrain Control/Emissions Diagnosis (PC/ED) manual. For all other codes, REFER to Section 418-00 . **No** GO to L2 .
L2 MONITOR THE PCM REVERSE INPUT	
• Enter the following diagnostic mode on the diagnostic tool: PCM PID Monitor. • Monitor the transmission range (TR) sensor PID. • Place the selector lever in REVERSE. • **Does the TR sensor PID indicate correctly?**	**Yes** GO to L3 . **No** REFER to Section 307-01 to continue diagnosis of the input.
L3 CHECK THE REVERSE SIGNAL INPUT	
• Press and hold the AUDIO and MENU buttons for 5 seconds.	**Yes** CLEAR the DTCs. REPEAT the self-test. IF DTC U1016 is retrieved again, GO to L4 . **No** GO to L4 .



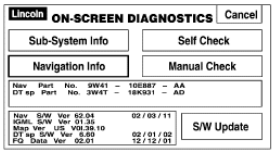
A0055102

- Press 917 Enter.



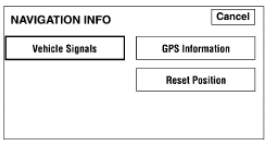
A0055103

- Select Navigation Info.

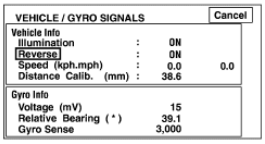


A0055104

- Select Vehicle Signals.



A0055107



A0068110

- **Does the reverse signal indicate ON?**

L4 CHECK FOR CORRECT NAVIGATION SYSTEM MODULE OPERATION	

• Disconnect all navigation system module connectors.
• Check for:
  • corrosion
  • pushed-out pins
• Connect all navigation system module connectors and make sure they seat correctly.
• Operate the system and verify the concern is still present.
• **Is the concern still present?**
	Yes
	INSTALL a new navigation system module. REFER to Navigation System Module in this section. CLEAR the DTCs. REPEAT the self-test.
	
	No
	The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.

Electronic Compass

Printable View (51 KB)

Refer to Wiring Diagrams Cell 125 for schematic and connector information.

Special Tool(s)

ST1137-A	73III Automotive Meter 105-R0057 or equivalent

Inspection and Verification

1. Verify the customer concern by operating the vehicle along roads of known direction to duplicate the customer concern.
2. Visually inspect for obvious signs of mechanical or electrical damage.

Visual Inspection Chart

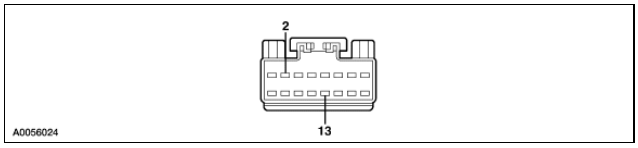
Mechanical	Electrical
• Mirror assembly	• Central junction box (CJB) fuse 12 (5A) • Microphone • Circuitry • Compass sensor (integral to the rear view mirror)

3. If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.
4. If the cause is not visually evident, verify the symptom and GO to Symptom Chart .

Symptom Chart

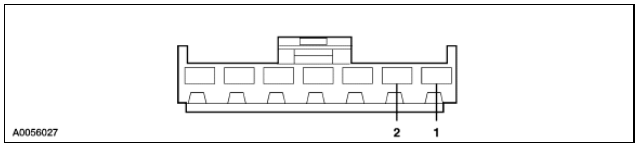
Symptom Chart
Connector Circuit Reference

Rear View Mirror C911



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
2	Circuit 31-AD15 (BK/OG) ground	0 voltage, less than 5 ohms to ground.
13	Circuit 75-AD15 (YE/BU) switched B+ voltage feed	Greater than 10 volts with key ON or ACC.

Electrochromatic Rear View Mirror C9012



Pin Number(s)	Circuit Designation/Description	Normal Condition/Measurement
1	Circuit 75-AD15 (YE/BU) switched B+ voltage feed	Greater than 10 volts with key ON or ACC.
2	Circuit 31-AD15 (BK/OG) ground	0 voltage, less than 5 ohms to ground.

Pinpoint Test M: The Compass Is Inoperative

Normal Operation

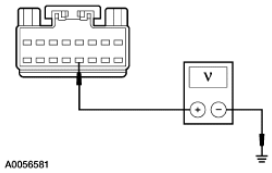
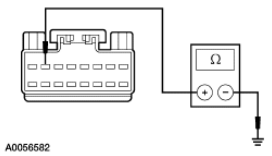
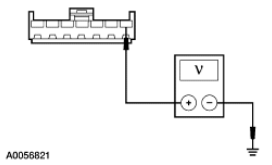
The compass display and module are integrated into the rear view mirror. The rear view mirror receives switched B+ voltage via circuit 75-AD15 (YE/BU). Circuit 31-AD15 (BK/OG) provides the mirror ground.

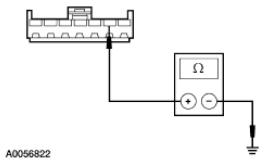
Possible Causes

- circuit 75-AD15 (YE/BU) open or shorted to ground
- circuit 31-AD15 (BK/OG) open
- rear view mirror

PINPOINT TEST M: THE COMPASS IS INOPERATIVE

Test Step	Result / Action to Take
M1 CHECK THE VEHICLE OPTIONS	
• Check the vehicle options. • **Is the vehicle equipped with navigation?**	**Yes** GO to M2 . **No** GO to M4 .

M2 CHECK CIRCUIT 75-AD15 (YE/BU) FOR VOLTAGE	
• Key in OFF position. • Disconnect: Rear View Mirror C911. • Key in ON position. • Measure the voltage between the rear view mirror C911-13, circuit 75-AD15 (YE/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to M3 . **No** REPAIR the circuit. Test the system for normal operation.
M3 CHECK CIRCUIT 31-AD15 (BK) FOR AN OPEN	
• Key in OFF position. • Measure the resistance between the rear view mirror C911-2, circuit 31-AD15 (BK/OG), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new rear view mirror. REFER to Section 501-00 . TEST the system for normal operation. **No** REPAIR the circuit. Test the system for normal operation.
M4 CHECK CIRCUIT 75-AD15 (YE/BU) FOR VOLTAGE ELECTROCHROMATIC REAR VIEW MIRROR	
• Key in OFF position. • Disconnect: Rear View Mirror C9012. • Key in ON position. • Measure the voltage between the rear view mirror C9012-1, circuit 75-AD15 (YE/BU), harness side and ground.  • **Is the voltage greater than 10 volts?**	**Yes** GO to M5 . **No** REPAIR the circuit. Test the system for normal operation.
M5 CHECK CIRCUIT 31-AD15 (BK) FOR AN OPEN ELECTROCHROMATIC REAR VIEW MIRROR	

• Key in OFF position. • Measure the resistance between the rear view mirror C9012-2, circuit 31-AD15 (BK/OG), harness side and ground.  • **Is the resistance less than 5 ohms?**	**Yes** INSTALL a new rear view mirror. REFER to Section 501-00 . TEST the system for normal operation. **No** REPAIR the circuit. Test the system for normal operation.

Pinpoint Test N: The Compass Is Inaccurate

Normal Operation

The compass display and module are integrated into the rear view mirror. The compass adjustment and zone variation are controlled by the COMP switch on the mirror.

Possible Causes

- compass zone setting
- compass zone adjustment
- rear view mirror

PINPOINT TEST N: THE COMPASS IS INACCURATE

Test Step	Result / Action to Take
N1 CHECK THE COMPASS ZONE ADJUSTMENT	
• Carry out the compass zone adjustment procedure. REFER to Compass Zone Adjustment in this section. • **Is the compass zone set correctly?**	**Yes** GO to N2 . **No** INSTALL a new rear view mirror. REFER to Section 501-00 . TEST the system for normal operation.
N2 CALIBRATE THE COMPASS	
• Carry out the compass calibration adjustment procedure. REFER to Compass Calibration in this section. • **Does the compass calibrate correctly?**	**Yes** GO to N4 . **No** GO to N3 .
N3 DEMAGNETIZE THE VEHICLE	
• Demagnetize the vehicle. REFER to Vehicle Demagnetizing in this section. • **Does the compass calibrate correctly?**	**Yes** GO to N4 . **No** INSTALL a new rear view mirror. REFER to Section 501-00 . TEST the system for normal operation.

<table>
<tr><th>N4 CHECK THE VEHICLE ACCURACY</th><th></th></tr>
<tr><td>
• Position the vehicle and observe the compass display as follows:
<table>
<tr><th>Direction</th><th>Compass Display</th></tr>
<tr><td>North</td><td>N</td></tr>
<tr><td>Northeast</td><td>NE</td></tr>
<tr><td>East</td><td>E</td></tr>
<tr><td>Southeast</td><td>SE</td></tr>
<tr><td>South</td><td>S</td></tr>
<tr><td>Southwest</td><td>SE</td></tr>
<tr><td>West</td><td>W</td></tr>
<tr><td>Northwest</td><td>NW</td></tr>
</table>
• Does the compass calibrate correctly?
</td><td>
Yes
The compass is operating correctly.

No
INSTALL a new rear view mirror. REFER to Section 501-00 . TEST the system for normal operation.
</td></tr>
</table>

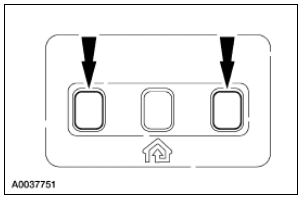
Universal Transmitter Programming Printable View (25 KB)

⚠ WARNING: A garage door opening system that cannot stop or reverse itself after detecting an object in its path does not meet current federal safety standards. To decrease the risk of serious injury or death, do not use this HomeLink® universal transmitter with a door opening system that lacks stop and reverse features as required by federal standards. This includes any garage door opening system manufactured before April 1, 1982.

1. **⚠ CAUTION: During this procedure, the system that you are programming will be made to operate. Make sure that people or objects are clear of the garage door or gate being programmed.**

   Verify the hand-held transmitter is operative.

2. Prepare for programming the universal transmitter by erasing all three channels by holding down the two outside buttons until the red light begins to flash (20-30 seconds). Release both buttons.

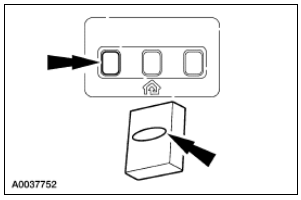


3. Select one of the three universal transmitter channels to be programmed by pressing the desired button.

4. Hold the end of the hand-held transmitter 25-51 mm (1-2 inches) from the front surface of the universal transmitter so that the red light can still be seen.

5. **NOTE:** For Canadian vehicles only: during programming, the hand-held transmitter may automatically stop transmitting after two seconds, which may not be long enough to program the universal transmitter. If programming this type of hand-held transmitter, continue to hold the button on the universal transmitter while re-pressing the hand-held transmitter button every two seconds.

   Use both hands to press the hand-held transmitter button and the desired button on the universal transmitter. Do not release either button.



6. Hold down both buttons until the red light on the universal transmitter flashes, first slowly and then rapidly. Release both buttons when the rapid flashing begins. The universal transmitter has successfully learned the new frequency signal and can be used in place of the hand-held transmitter(s).

7. **NOTE:** If the hand-held transmitter appears to program the universal transmitter but does not open the garage door, the garage door opener may have a code protected or rolling code feature.

To operate, simply press the appropriate button on the universal transmitter. The red light is on while the signal is being transmitted.

Training a Garage Door Opener Equipped With Rolling Codes

8. Program the hand-held transmitter to the universal transmitter. For additional information, refer to Universal Transmitter Programming in this section.

9. Train the garage door opener receiver to recognize the universal transmitter.
    1. Remove the cover panel from the garage door opener receiver.
    2. Locate the training button on the garage door opener receiver. Location and color of the button may vary by garage door opener manufacturer. Refer to the garage door opener instruction manual or owner literature.
    3. Press the training button on the garage door opener receiver for 1-2 seconds.
    4. Press the programmed universal transmitter button for as long as the universal transmitter red light flashes (1-2 seconds). Release the button and re-press the button to confirm that the universal transmitter is trained to the receiver.
    5. The garage door opener should recognize the universal transmitter.

Erasing Channels

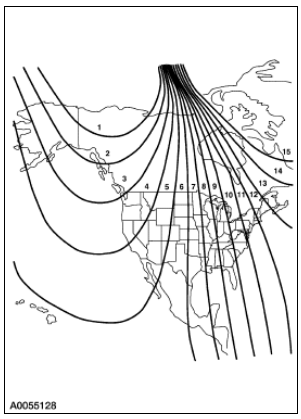
1. **NOTE:** Individual channels cannot be erased, but can be reprogrammed using the procedures for programming; for additional information, refer to Universal Transmitter Programming in this section.

   To erase all three programmed channels, hold down the two outside buttons until the red light begins to flash (20-30 seconds). Release both buttons.

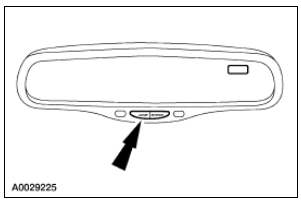
Compass Zone Adjustment

Printable View (52 KB)

1. Refer to the compass calibration zone map to select the correct compass zone setting for your geographical location.



2. With the compass display turned on, press and hold the COMP button (for three seconds) until the display shows the current zone of operation.



3. Release the button.

4. Press the COMP button repeatedly to cycle the zone number display. Set the zone display number to match the vehicle location on the compass calibration zone map.

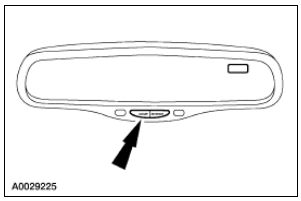
5. Releasing the switch for 10 seconds will exit the zone setting mode.

Compass Calibration

Printable View (15 KB)

1. **NOTE:** For optimum calibration, drive to an open, level location away from large metallic objects or structures. Switch off all non-essential electrical accessories (rear window defrost, heater, A/C, map lamps and wipers) and make sure all doors are shut.

   Press and hold the COMP button until C or CAL is displayed (six seconds). Release the COMP button.



2. Drive the vehicle at less than 8 km/h (5 mph) in a continuous circle until the compass heading is shown.

3. If the C or CAL message does not turn off within five circles, demagnetize the vehicle. Refer to Vehicle Demagnetizing in this section.

Vehicle Demagnetizing

Printable View (10 KB)

⚠ CAUTION: During demagnetizing, the demagnetizer coil will be pulled toward the vehicle. Place a cloth over the vehicle roof to protect the vehicle surface if contact occurs. Make sure the cloth covers the front third and the entire width of the roof.

NOTE: The demagnetizing process requires the use of a demagnetizing coil commonly used by television repair technicians to demagnetize television tubes.

NOTE: To demagnetize, use a constant circular motion over the vehicle roof. Do not turn off the demagnetizer while sweeping the vehicle roof to prevent remagnetizing ferrous materials contained in the vehicle.

NOTE: During the demagnetizing process, make sure the phenolic surface of the tool (the side opposite the handle) is closest to the vehicle surface.

NOTE: Turn the ignition switch to the OFF position.

1. Demagnetize the front third of the vehicle roof.
    1. Turn on the demagnetizer at least 1 meter (3 feet) away from the vehicle.
    2. Holding the demagnetizer no more than 2.5 cm (1 inch) from the roof and starting on the passenger side, demagnetize the front third of the roof closest to the windshield using a constant circular motion. Keep the circles radius within 30 cm (12 inches) while sweeping across the entire surface of the roof closest to the windshield. Continue the circular motion four times.
    3. After the fourth pass and without stopping, move the demagnetizer at least 1 meter (3 feet) away from the vehicle.
    4. Turn the demagnetizer off.
2. **NOTE:** The demagnetizer must be located over the outside of the windshield no greater than 2.5 cm (1 inch).

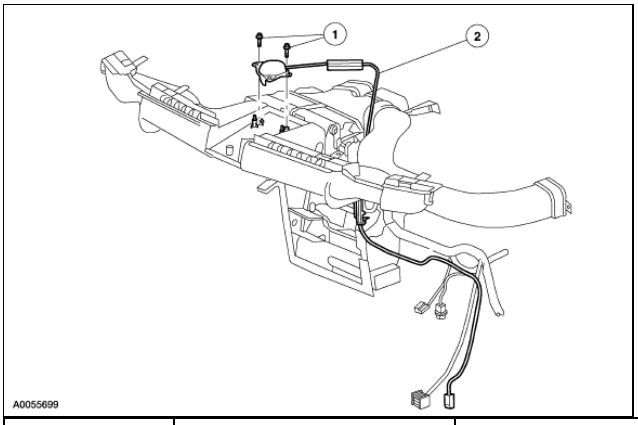
   Demagnetize the inside rear view mirror mounting pad.

    1. Turn on the demagnetizer at least 1 meter (3 feet) away from the vehicle.
    2. Using a circular motion, pass the demagnetizer over the outside of the windshield near the inside rear view mirror mounting pad. Without stopping, move the demagnetizer at least 1 meter (3 feet) away from the vehicle.
    3. Turn the demagnetizer off.
3. Carry out the compass zone adjustment procedure. Refer to Compass Zone Adjustment in this section.
4. Carry out the calibration adjustment procedure. Refer to Compass Calibration in this section.

Global Positioning System (GPS) Antenna

Printable View (55 KB)

1. Disconnect the battery ground cable. For additional information, refer to Section 414-00 .
2. Remove the defroster duct. For additional information, refer to Section 412-00 .
3. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	N61131-S36	Screws (2 required)
2	10E893-A	GPS antenna and cable

4. To install, reverse the removal procedure.

Navigation System Module

Printable View (74 KB)

1. **CAUTION: Electronic modules are sensitive to electrical charges. If exposed to these charges, damage may result.**

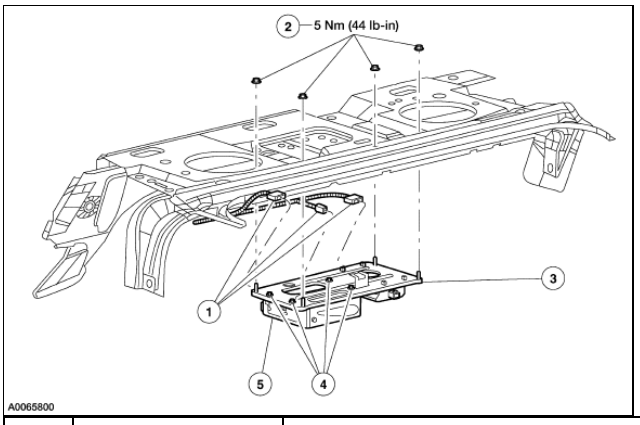
   NOTE: Prior to removal of the navigation system module, it is necessary to remove the digital versatile disc (DVD) from the navigation system module and store it in the customer case.

   Disconnect the battery. For additional information, refer to Section 414-00 .

2. Remove the upper luggage compartment trim panel.

3. Remove the package tray. For additional information, refer to Section 501-01 .

4. Remove the components in the order indicated in the following illustration and table.



Item	Part Number	Description
1	14A005	Electrical connectors
2	N521906 - S309	Nuts (4 required)
3	10E931	Navigation system module and bracket assembly
4	W706919-S900	Navigation system module bolts
5	10E887	Navigation system module

5. To install, reverse the removal procedure.

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IN-VEH REP: Engine 3.0L (4V)

IN-VEH REP: Engine 3.9L

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{text-align:center;font-size:12pt;font-family:arial;font-weight:bold;} P.CENTER5
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{font-size:9pt;font-family:arial;} SUB {font-size:9pt;font-family:arial;} TD
{font-size:10pt;font-family:arial;} TH {font-size:10pt;font-family:arial;} TITLE
{font-size:10pt;font-family:arial;} TR {font-size:10pt;font-family:arial;} U {font-size:10pt;font-family:arial;}
UL {font-size:10pt;font-family:arial;} UL.DISC
{margin-top:.4em;margin-bottom:.4em;font-size:10pt;font-family:arial;list-style:disc} UL.NONE
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2003 Lincoln LS
Workshop Manual

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